

Leyland's new chief offered job before Dobson resignation

Mr Michael Edwardes, whose appointment as British Leyland's full-time chairman was announced yesterday, was offered the post two weeks ago, before the resignation of Sir Richard Dobson, his

part-time predecessor. The National Enterprise Board had decided that the motor group needed a full-time leader. Mr Edwardes was chairman and chief executive of the Chloride Group until yesterday.

NEB takes more direct control

Edward Townsend
Michael Edwardes, chairman of the Chloride battery electric-vehicle group, who is the new full-time chairman of British Leyland, was offered the job three weeks ago, before the resignation of Sir Richard Dobson, his

part-time predecessor. The National Enterprise Board had decided that the motor group needed a full-time leader. Mr Edwardes was chairman and chief executive of the Chloride Group until yesterday.

Mr Edwardes is being seconded by the group for at least three years. He will maintain close contact as non-executive deputy chairman of the board.

He is to be replaced as chief executive of Chloride by Mr John Ray, who is 43 and was previously in charge of the group's European operations.

Mr Geoffry Hawkins, a non-executive director of Chloride and chairman of Stone-Plant Industries, is to become non-executive chairman of the battery group. He is 63.

Mr Edwardes' appointment was announced by British Leyland, but it was clearly an NEB decision. Mr Murphy, who is thought to have told Sir Richard of the planned change some weeks ago without saying who had been offered the job, told the Prime Minister on Monday.

The new chairman's proved record as an executive in his contacts with the motor industry is seen as an important component supplier and his close association with the workings of the NEB and the Department of Industry are seen as important assets.

He will take over at Leyland just as the board of directors is due to complete its latest review of the company's future. It will be submitted to the NEB, whose recommendations to Mr Varley, Secretary of State for Industry, will determine the group's future operational and management structure.

In a statement yesterday, Mr Edwardes said his decision to join Leyland had the support of the Chloride board, which had been consulted over the forthcoming.

British Leyland's future was uncertain, he said, and it continued to constitute an unremitting drain on public funds. Apart from being one of the country's biggest employers and the largest exporter, it was also a prime customer of many component suppliers.

"If British Leyland fails it will have the most dire effect on job and investment prospects, not to mention the reputation of British and British goods overseas", he said.

His task was enormous, some might say impossible, "but I am going to try because I believe that British Leyland does have a future. It is a company that has talent at all levels, talent that can and must be fully used.

Given the right support from all in the company and Government—and that might mean facing some tough decisions in the future—it is still possible to restore its growth and realize its full potential.

The appointment was welcomed by Mr Michael Grylls, vice-chairman of the Conservatives' industry committee.

"I believe this is a step in the right direction and will strengthen the Leyland management structure," he said. I hope Mr Edwardes can come to grips with the real problems of Leyland, and he has the experience and calibre to do that."

Man in the news, page 2.

Before the vote, the ministers agreed that whichever site was chosen it would be automatically excluded as a candidate for any follow-up project.

Continued on page 7, col 1

Industrial output has remained stagnant and the overall flatness of the economy has been the main driving force behind the Chancellor's decision to announce measures today expected to stimulate the economy through tax reductions.

Nonetheless, the improvement is obviously welcome to the Government which hopes that unemployment may flatten in the coming months. Politically, one of the most encouraging signs for them in yesterday's figures was that the number of school leavers out of work fell.

Combined with the improvement in the adult unemployment figures this brought about an overall reduction in unemployment for the whole of the United Kingdom to 1,518,375, a drop of more than 50,000 which is the biggest crude fall since

the war.

It is likely that some of the measures, of which the Temporary Employment Subsidy is the most important, will be extended. Tables, page 23

A doleful life, page 25

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One factor which remains of great importance in keeping the total unemployment level down is the plethora of special measures paid for by Government which cover 315,000 people at present.

Since the measures were introduced in April, 1975, a total of 750,000 people have been covered at a gross cost of £900 from then to the expected termination dates of the programmes.

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A doleful life, page 25

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HOME NEWS

Fewer immigrants now settling in Britain, official figures show

By a Staff Reporter

The number of immigrants settling in the United Kingdom appears to be falling, according to figures released by the Home Office yesterday. They show that total acceptances for settlement on arrival in the second quarter of this year, while higher than in the preceding quarter, were 17 per cent lower than a year earlier.

In the first quarter of this year acceptances were 32 per cent down on a year earlier. For the second quarter 17,546 immigrants were accepted, against 21,113 in the second quarter of 1976. Of that figure, 9,500 were accepted on arrival in the United Kingdom and the remaining 7,646 on the removal of the time limit.

The number accepted on arrival from the Commonwealth dropped in the year by 27 per cent from 8,374 to 6,143. The main categories contributing to the drop were United Kingdom passport holders (down by 35 per cent), citizens of India (down by 41 per cent) and citizens of Bangladesh (down by 17 per cent).

The Home Office said such decreases reflected a reduction in the number of entry certificates granted overseas to dependents of spouses in the United Kingdom. They also reflected a reduction in the number of United Kingdom passport holders arriving under the special voucher scheme.

The only main citizenship group within the Commonwealth for which acceptances for settlement on arrival were higher than a year ago was the relatively small but growing

group of citizens of the Old Commonwealth, from countries including Australia, Canada and New Zealand. The figure was up by 40 per cent, to nearly 1,400.

The number of foreign nationals accepted on arrival was 8 per cent higher in the second quarter than in the same period in 1976.

The Home Office said that acceptances for settlement on removal of the time limit were 21 per cent lower for Commonwealth citizens and 14 per cent lower for foreign nationals. A big factor in the reduction was the introduction earlier this year of amended rules whereby men were no longer granted immediate settlement on marriage, but instead generally had their stay extended for a period of up to 12 months.

The number of work permit holders and dependents admitted in the second quarter was also lower than in the same period last year. The Home Office said that 184 illegal immigrants were detected in the second quarter.

Bias denied Mr George Paine, Registrar General for England and Wales, yesterday denied as unfounded allegations made in the diary of the late Richard Crossman that Mr Paine's predecessor, Mr Michael Reed, and some of his staff wanted to publish statistics relating to immigrants that were distorted by their political bias. He said: "Those who know Michael Reed can have no doubt about his integrity and I would like to affirm my confidence in the complete impartiality of my staff."

West Indians complain about educational slur

By Our Education Correspondent

West Indian teachers in Britain are angry at the assumption, which they consider implicit in recent government reports, that educational failure is the norm for children of West Indian origin. The Caribbean Teachers' Association has complained to the Government.

Mr C. Mungo, a member of the association and editor-designate of its newsletter, has written to *The Times*: "We regret most profoundly the prevalent practice of discussing children of West Indian origin in negative terms, especially in the context of education."

The association saw danger in creating the image that educational failure was the norm for such children. It said continued propagation of that "unfair" assumption damaged black children's self-respect and reinforced British teachers'

"destructive" low expectations of them.

It disturbs us greatly that the Select Committee on Race Relations and Immigration in their recommendations, and the Department of Education and Science in its consultative document for teaching West Indian children seem to subscribe to this prejudice. The whole tenor of their papers seems to assume that children of West Indian origin and under-achievement are synonymous."

The association agreed that children of West Indian origin seemed to be getting less out of the British education system than any other definable group. But the reasons for that, Mr Mungo said, should be sought in the disadvantages and loss of opportunity suffered by those children in some quarters. Children of West Indian origin could and did succeed in schools where conditions were favourable.

N Devon link road plan

Proposals for the 34-mile north Devon link road, from the M5 near Sampford Peverell, Tiverton, to Barnstaple, were published yesterday by the Department of Transport.

The new road is intended to overcome traffic and environmental difficulties along existing routes by providing a more direct route from the M5 into north Devon.

Poison recovered

A chemist at Bexley, London, had enough poison to kill 12,000 people returned to him stealing gramophone records worth £11,000. At the time Mr Jones had been on remand charged with their theft.

Mr Jones was kept prisoner for 70 hours; most of the time he was tied spread-eagled to a bed or locked in a cell.

Mr Jones, it was alleged, threatened to burn him with an electric iron and dump him in concrete excavations.

Mr Jones admitted kidnapping and imprisoning Mr Titmus and attempting to overturn the course of justice by forcing him to write three bogus letters confessing to the theft of records. He was found guilty of stealing the records from Record Merchants, of Hayes, west London.

Beer on Monday

The Transport and General Workers' Union has agreed to begin supplying beer to the Fox and Goose public house, Birmingham, on Monday, according to Ansell's brewery. Servicing of the dispensing equipment will start on Friday.

Dr O'Brien backs continued direct rule for Ulster

Northern Ireland should remain under the control of the British Government, Dr Conor Cruise O'Brien, a member of the Irish Senate, said yesterday.

It was the only solution "tolerable to both communities", he told a meeting of the Royal Institute of International Affairs in London.

Dr O'Brien, a former minister who lost his seat in the Dail in the general election, was elected to the Senate in August.

He resigned from the republican Parliamentary Labour Party in September after his controversial assertion that

Mr Michael Edwardes, the new chairman of British Leyland

By Peter Hill and Malcolm Brown

Mr Michael Edwardes, who revived the flagging fortunes of one of the world's leading battery manufacturers, faces the unenviable task of performing a similar task for the ailing British Leyland.

His career until his appointment yesterday as full-time chairman of the state motor company, in succession to Sir Richard Dobson, suggests that he will place great emphasis on delegating responsibilities to his senior colleagues and attempt to imbue them with the same sense of enthusiasm and drive that he possesses.

He once said: "Plans, however ambitious, can be achieved, first if they are quantified, second if a time-scale is put to their achievement and third if you get your executives chipping away at

each detail of that plan so that a part of that plan is one man's particular baby."

Mr Edwardes, who is 47, was born in Britain but spent many years in central and southern Africa and served for 26 years in various jobs within the Chloride Group before being appointed its chief executive five years ago. Just before assuming the top position in the company, which supplies about a tenth of the world's demand for batteries, he moved two of the group's operating divisions from loss to profit-making.

Like the actor who spends a year in repertory before being "discovered" overnight, Mr Edwardes spent a hard apprenticeship in Chloride outposts to emerge in 1975 as *The Guardian's* Young Businessman of the Year.

Many in the City would say that that award was more than justified. Three months ago, Chloride returned a pre-tax

profit of £26.4m, 37 per cent above the previous year's performance. Six years earlier the group's pre-tax figure was £4.9m.

Government ministers and the National Enterprise Board, of which he has been a member, clearly hope that he will be able to perform a similar feat at British Leyland. But Mr Edwardes is a man who holds strong views on what is wrong with British industry and what should be done to improve its performance.

Mr Varley, Secretary of State for Industry, will find him a plain speaker, a man not afraid to question and challenge government directives and policies.

Seven months after the launching of the Government's industrial strategy directed at bringing about the regeneration of the manufacturing industry base he bluntly told the Government that he was being asked to work on the assumption that the country had a

strategy; in his view it had no such thing. There was a national objective and there were guidelines, but no strategy.

He has also been critical of the Government's interventionist powers on prices, arguing that the Price Code effectively ensured that industry would not be able to improve its profitability in line with the upturn in the economy.

He has been equally critical of Britain's personal taxation system, which, in his view, has stifled entrepreneurial flair. Last year he said that if the country continued to lose its best technicians and engineers investment would follow the talent overseas.

It is because of those provocative and controversial views that Mr Edwardes has endeared himself in recent years to producers of television documentaries and business documentary films.

His frequent sniping at the

Final plea for a safe nuclear industry

From Pearce Wright

Whitehaven

A programme of research to make a safer nuclear energy emerged from an unlikely source at the Whitehaven public inquiry yesterday. It came in the final address by Mr Raymond Kidwell, QC, representing the Friends of Earth, one of the main ob

jectors. Mr Kidwell suggested a course of action for the ultimate disposal of active waste, work on corrosion characteristics of nuclear fuels that we overcome some of the difficulties facing the industry.

The observations came after a question by Friends of the Earth, delay of up to 10 years regarding proposals to build a new type of plant to reprocess waste nuclear fuel at Windscale, Cumbria, which could not

gratuitously harm any nuclear

industry to undertake.

He suggested to Mr Jas

Parker, the inspector, that

recommendation for the plan

to be deferred would show

weakness but moderation.

Friends of the Earth main

tained that the proposed plan

was unnecessary and liable to

technical and economic fail

ures, local and nuclear

repercussions. It would ag

gravate difficulties in radioac

waste management and

separation and distribution

of plutonium from reprocessing

the scale proposed would s

exist to undermine the interna

tion of nuclear weapons.

Mr Kidwell presented

eight-point arguments to just

those assertions. He arg

ued that the processing of sp

oxide fuel was not needed

immediately as the best way

of managing waste. The ob

jections were connected with

the release of radioactive produ

into the environment by the

process; the lack of a pro

posed method of disposal of lo

cal radioactive wastes

burial in geological forma

tion and the hazards of the accu

lation of plutonium.

He maintained that in

application to build a pla

ntium fuel had pa

reached a gloomy picture of el

ectrical shortages if the pro

ject did not go ahead. He did

not think that that picture or

the economics claimed for the pla

was without critical examinatio

Similarly, he rejected a su

gestion that the extraction

of plutonium was essential to ke

open an option for develop

the next generation of nucle

power stations using fe

breeder reactors.

Evidence before the inqui

he said, showed clearly th

ere was more than enou

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Magnax reprocessing pla

Windscale to keep the fa

breeder option open. With

further inquiry promised

proposals for the first com

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the issues were more suitab

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The storage of more plu

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Businessman who has proved his flair, drive and ability

By Peter Hill and Malcolm Brown

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Final plea
for a
safe nuclear
industry

"We think ourselves lucky if we fall into a trap."

Geologists are eternal optimists.

"You have to be", declares Alastair McArthur. "If you're not, you'll never drill a single well".

The optimism doesn't come easily, given the £3.5 million cost of a North Sea 'wildcat'—the initial exploration well drilled in an area—and 1-in-5 odds it will find oil or gas. Even a 'successful' well is no guarantee of success; in the North Sea, most wells which do find oil or gas do not find enough to make the well commercially valuable.

Alastair McArthur is one of a team of Mobil geologists and geophysicists who help narrow the odds before a decision is made to drill an exploratory well.

Seismic vessels crisscross the area under investigation, firing harmless sound 'guns' and recording the sound waves as they bounce off rock formations thousands of feet beneath the sea bed. From the results of these and such other studies as gravity and magnetic measurements, the geophysicists create a 'map', like the one opposite, of the rock formation structures.

The geophysicist's job is to outline the shape of the structure. The geologist has to interpret the shape to determine if it contains the three elements needed for oil.

"For oil to be present in a structure", explains McArthur, "there must be a source rock in which the oil could have formed, a reservoir into which it could have moved, covered by a solid rock 'lid' to hold the oil in the reservoir. This happy arrangement of rocks is the 'trap' that may be found by a combination of hard work and good luck".

In many parts of the world, where intensive drilling has already taken place, geologists can use information about nearby rock formations to increase the prospects for success of additional wells.

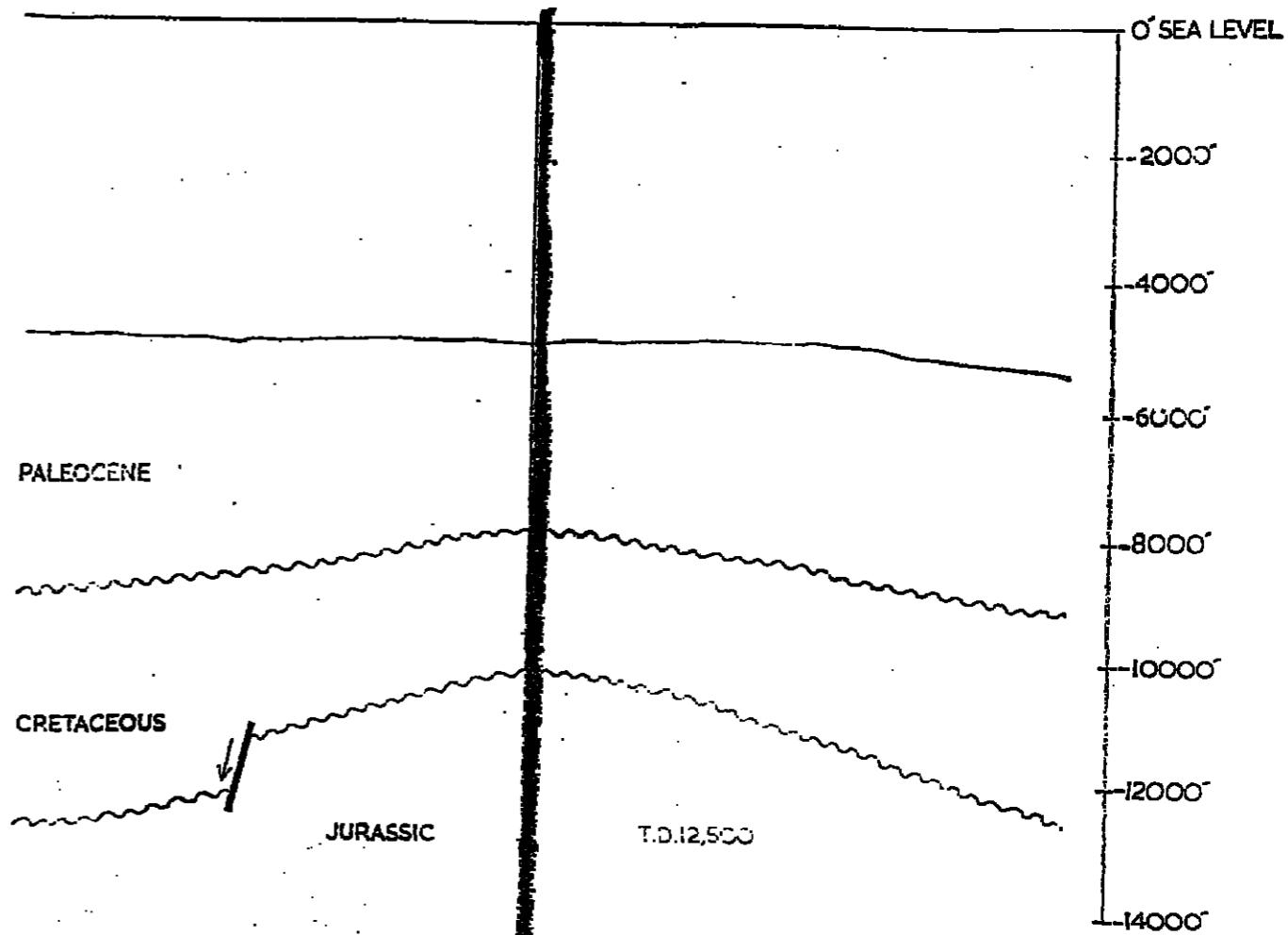
But the North Sea is so vast that—even after more than a decade of drilling—the wells in some areas are so widely spaced as to be of little help in planning additional drilling.

It is in these areas, particularly, where the skills and optimism of geologist McArthur and his Mobil colleagues are needed to keep us falling into traps.

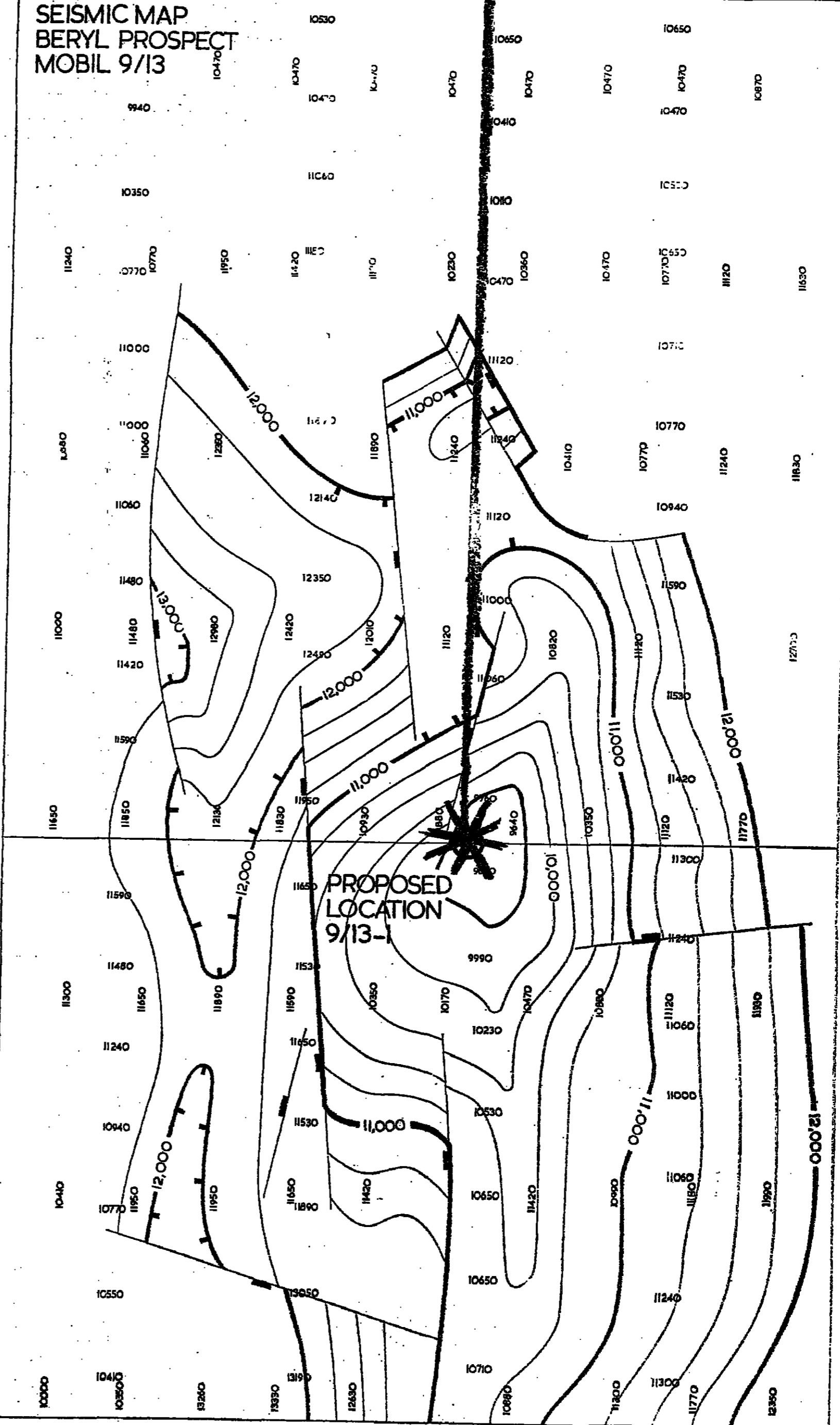
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PROPOSED WELL LOCATION 9/13-1



SEISMIC MAP BERYL PROSPECT MOBIL 9/13



HOME NEWS

Religion to remain obligatory in schools

By Diana Gedges
Education Correspondent

The Government has no intention of changing the law to remove from schools the obligation of teaching religion to all pupils of compulsory school age.

Mrs Williams, Secretary of State for Education and Science, made that clear in luncheon "dialogue" with Mr John Harvey, head of Morpeth Comprehensive School, Bethnal Green, East London, held in St Marylebone church, London, yesterday.

Mr Harvey pointed out that everyday there was some school somewhere that was breaking the law as laid down in the Education Act 1944, which required religious instruction and a daily corporate act of worship in schools in England and Wales.

There have recently been suggestions that the law should be amended to reflect the change of values and beliefs in society in this country during the past 30 years.

Mrs Williams said, however, that there was no public support for dropping religious education. More than 70 per cent of parents wanted their children to have religious instruction and to be brought up in the tenets of their nominal faith, although most of those parents no longer went to church or had more than a kind of residual belief. Only 2 per cent of parents withdrew their children from religious education classes.

She agreed that society in Britain had changed greatly since the 1944 Act and now incorporated a wide range of beliefs, from Hindu, Muslim and Jewish to Roman Catholic and Protestant. Religious education in schools had to reflect the fact that Britain was a much more "rainbow" country than it used to be.

She therefore favoured a fairly liberal interpretation of the 1944 Act's requirement of "religious instruction" to include education about other religions as well as Christianity, as that was an essential part of promoting understanding in a pluralistic society.

"I am not particularly bothered if heads take into account that there may be more than one road to God," she said.

But many schools had gone beyond that, and were filling religious education periods with talks on such moral and social issues as drugs and alcohol. Religious education should not turn simply into education about ethics.

All children should be taught to understand the force of religion in shaping people's behaviour, both in the past and today, in Northern Ireland, Lebanon, and the Middle East. To teach history, literature and even to some extent language without an understanding of the perverseness of religion was impossible, she said.

She agreed that it would be better if the Act required religious "education", rather than "instruction", which carried overtones of instruction in a particular faith.

Mrs Williams said she had been struck as she went around the country by the "extraordinary recrudescence" of basic fundamentalist churches, some based on oriental religions and some on "home-grown" ones.

The bookselling business 2: Exit 'general reader' in age of specialization

Hardback fiction is a flop, but nostalgia sells

By Ian Bradley

Perhaps the most significant trend in bookselling in recent years has been the change from general to specialist readers.

As Mr Fall, manager of Goulden and Currys bookshop in Tunbridge Wells, put it: "The mythical general reader no longer exists. Twenty years ago people would come in and buy the latest Peter Fleming, the latest Frances Brent Young, a new biography, and a new travel book all in one purchase. Now they just cannot afford to buy so much. The specialized reader has become much more active. We sell books on people's interests."

The decline in general book buying has affected the sales of biography, travel and fiction. It has all but killed the sales of hardback fiction, which most booksellers say they stock only because they feel they should and not because they ever expect to sell it. The books that sell well now are on specialist subjects, like transport history, antiques and ecology. Particularly popular are those with a "do-it-yourself" theme" on gardening, cookery, and crafts.

As a result of that trend, a growing number of specialist bookshops are opening up, concentrating on one particular subject. Even general bookshops are increasingly limiting themselves to a number of specialist subject lines that they know they can sell.

The only "general field" that can still yield large sales is that of nostalgia. Books about life at the turn of the century are virtually guaranteed to sell well. W. H. Smith's best-seller this year has been the *Diary of an Edwardian Country Lady*.

The specialized market that is proving most successful is that of books for children, where sales have been increasing at an annual rate of 30 per cent for the past three years.

That may be partly because parents are prepared to spend



Shoppers at the Children's Book Centre, Kensington, London, where sales are buoyant.

more freely on their children than they would on themselves.

It is also because British children's books are among the best in the world, and many children's bookshops have been doing very good export business recently.

The Children's Book Centre in Kensington, London, which claims to be the largest children's bookshop in the world, has a third of its sales overseas. In May it opened a branch in Paris and it has three vans going round Europe mounting sales exhibitions.

This summer it sold £6,000 of children's books in one day in a Geneva sports stadium.

By the end of the year it will have sold more than 50 tons of books abroad.

The home market for children's books is also buoyant. Although spending cuts have reduced school library purchases many

schools have recently started collaborating with booksellers to set up sales points in classrooms staffed by teachers.

As for the adult market, hardback fiction has almost ceased to sell but there is a boom in the sales of large, well-illustrated books explaining how things work and on such subjects as natural history and transport.

The trend towards specialization has also affected the secondhand book business. The general books that sold well 20 years ago, novels, travel and history, are now difficult to shift from the shelves. There is little demand, for example, for the historical works of Arthur Bryant, G. M. Trevelyan or Churchill.

The great boom is in specialist books on science, natural history and topography, and in the field of Victoriana. Miss Elizabeth Bateman, of Hall's

secondhand bookshop in Tunbridge Wells, says: "I could almost make a living now just selling things that 20 years ago

we would have thrown away, like long runs of *Punch* and the *Illustrated London News*. Victorian books that we would have been pleased to get 7s 6d for are now in the catalogues at £20 to £50."

Miss Bateman predicts that ever increasing rent and rates will drive out our secondhand bookshops from the shops.

Already many operate from vans, sending our specialist lists and doing all their business by post. She fears that before long the general secondhand bookshop, where people can browse freely among the lives of lesser known Victorian worthies and fading volumes of the Left Book Club, may be a thing of the past.

Next: Academic books

Peace plan ends court ban on the Kielder dam

An injunction halting work on the £100m Kielder dam project in Northumberland was lifted by a judge at Leeds yesterday after five families who had objected to part of the scheme had accepted a peace formula. The Northumberland Water Authority is now free to begin work on the disputed section today.

The North Tyne was to have been diverted into a culvert on Monday as part of the latest stage of the Kielder project, which was begun in 1974. But the families protested that their homes were in danger of being flooded in exceptional circumstances after the diversion and obtained an injunction on Friday night to halt the work.

They said homes being built for them at Falstone, near by, were being delayed, and they were not satisfied about caravans provided in case their premises were flooded after the diversion.

The injunction was served on the water authority on Monday and the peace formula was finally accepted early yesterday after discussions between the authority and legal representatives of the families.

The formula includes a promise that all the families' homes will be completed by November 29. Sturdier all-weather caravans will be supplied and in the event of a flood the families will stay in them for only two days. After that the water authority will pay for them to stay in hotels.

The authority will pay for any flood damage.

At a county court hearing in Leeds yesterday Judge Blackett Ord, Vice-Chancellor of the Northern Chancery Division, agreed to an order by consent in the action.

Mr Ronald Mitchell, for the water authority, had said that the risk of the houses flooding was small.

Mr Rees's denial on police pay reports

can ignore it? Is he saying he is perfectly willing to enforce the law in respect of other citizens but because it does not like this bit which applies to him he will ignore or pretend it does not exist?

At a luncheon given by Westminster Chamber of Commerce, at which he was guest speaker, he was asked to reply to press reports that he alone in the Cabinet had argued in favour of a special case for the police to give them 25 per cent pay rises. He replied categorically: "It is not true."

He added that he was meeting the Police Federation on Thursday. Answering press reports was not the best way to achieve what was wanted.

Mr Rees said that people in all walks of life believed that the police should be specially treated. "Law and order" was important and he had to work in that context.

"While I cannot make any announcement now, I am, of course, very conscious of the problems, economic and otherwise, of members of the police force and not least their families," he said. "I am aware of the importance to society of ensuring that the police service remains healthy and efficient."

Mr Purcell said the press inquiry by Lord Eddington-Davies into police negotiations machinery would not report time to help this year's negotiations. "The only way to get more on the table is in meeting the official side of the Police Council forthwith in commencing negotiations."

Mr Purcell recalled that the Police Federation's last settlement (of between 20 and 30 per cent) had come as result of a full inquiry initiated by the Police Council's official side.

His statement came the day after widespread reports that the Cabinet had decided not to make a special case of the police pay negotiations, which are to be resumed tomorrow.

Mr Purcell, leader of the council's official side and a Herefordshire county councillor, rejected the contention by Mr James Jardine, chairman of the federation, that the Police Council was dead.

"I say it is not," he said. "The Police Council is alive and well, established by law. Is Mr Jardine suggesting that because he does not like it he

Strike over fleas

Eight hundred women stopped work at the J. A. Crichton factory at Brownhills, Staffordshire, yesterday because they said it was infested with fleas. Pest control officers sprayed one area with insecticide.

Lower tax rate urged for those on small earnings

come from those on below-average wages.

The Unifed urges the Government to reintroduce a reduced rate of tax at 20 per cent on the first £500 of taxable income. That would be of less immediate benefit to the low-paid than an equivalent increase in personal allowances, but as increases in personal allowances are eroded by inflation the value of a tax reduction would benefit the low-paid in the next year or two. An increase in personal allowances would shift the tax burden nearer the low-paid with children.

Reduced income tax would contribute to a more equitable distribution of the tax burden and would be a more effective way of encouraging wage earners to limit pay rises to 10 per cent.

All parties agree that the current system of income tax is inefficient and inequitable, raising revenue from those who can least afford it. A thorough review of the tax system is necessary. The introduction of a reduced rate of tax should be the first step towards this goal.

A *Jubilee Year for the Low Paid* (The Low Pay Unit Bulletin No 1; Sup).

How to give away a business

From Arthur Osman Peterborough

An answer was suggested yesterday to the managing director of a Peterborough company with 11 employees who had offered £1,000 to anyone who could tell him how to give away his business without paying tax.

Mr Michael Ward, Labour MP for Peterborough, said after consulting the Treasury he had advised Mr John Wilhelmy, aged 51, of Span Shopfitting Company, to set up a trust for the workers so that they could own the business.

The company, which makes shopfitting equipment, had a projected turnover this year of £200,000.

During the summer Mr Wilhelmy's appeal was answered by 200, which he reduced to a short list of three. Then the Inland Revenue Department told him he would be liable to pay tax if he handed over the business.

Mr Wilhelmy said yesterday that he was considering the suggestion. One of his employees said: "We have reservations at this stage. He is an honest man, fed up with legislation and working for the government for nothing. If there was any chance of getting involved in more taxation or in the swamp of legislation I for one would rather draw a line."

Mr Ward said that last year the Government exempted such trusts from gift and capital gains taxes. Mr Wilhelmy wanted to protect the livelihoods of a loyal, hard-working team.

Retired general fined

Ahmed Soliman, aged 61, a retired Egyptian army general and his wife, Elham, aged 53, were fined £100 each at Merton Street Magistrates' Court yesterday for stealing cosmetics and other items valued at £6.31 from Woolworth's store in Oxford Street, London.

He was sent to prison after the theft was discovered by police officers to a local shop where he found the onions among the prize-winners.

Mr Soliman, who denied the theft, told the court that he had grown the onions from seeds.

Callaghan warning on fruitless mergers

From Henry Stanhope Defence Correspondent

The Prime Minister delivered a surprisingly stern warning on company mergers when he opened a new factory for Marconi Space and Defence Systems at Portsmouth yesterday. Many seemed little more than a game of corporate musical chairs, he said.

Mr Callaghan was careful to except the GEC/Marconi merger, which had produced a stronger company, more able to secure exports and better equipped to carry out research and provide secure employment, he said. Others had been less beneficial.

"We have had enough experience of them not to accept at face value the claims of the benefits they are supposed to bring without looking very hard at the facts," he said. "I was

recently shown the results of a study which showed that a high proportion, perhaps as much as half, of all company mergers bring no particular benefit either to the companies concerned or to the country."

On the hard evidence of profitability and productivity, mergers sometimes took place where the benefits had failed to outweigh the disadvantages.

"Obviously some mergers are good, and they should be supported. But let no one believe that sheer increase in size for its own sake will necessarily bring better management, better industrial relations, increased productivity, higher efficiency and more profitability."

Mr Callaghan, who was accompanied by Mr Gilbert, Minister of State for Defence, opened a new £1m extension of the Broad Oak Works where Marconi is to make radar guid-

ance systems for the successful British Skyflash air-to-air missile.

The missile is being procured by the RAF for Phantom and Tornado aircraft. The United States is considering the missile for its Phantoms and a decision is expected by next March.

Negotiations with Sweden are well advanced.

The Prime Minister, who toured the works, cited the Skyflash programme as an example of British industry's skill in producing guidance systems for modern weapons. British research and development was as advanced as anywhere else.

The Prime Minister said Britain spends a higher proportion of her defence budget on new equipment than any other Nato country does.

Although British forces are not as numerous as some others, he concluded, Britain remains

Ban on Front threat to civil liberty

Attempts to break up lawless National Front meetings were an objective threat to civil liberties, a Scottish professor said in Edinburgh last night.

Professor Neil McCormick, of the Department of Public Law at Edinburgh University, said in a lecture on "law and civil liberties": "I condemn no roundly the tactics deliberately adopted by the Socialist Workers Party of force breaking up lawful meetings and processions."

"The use of mob rule as method directly and indirectly to prevent the expression of opinion which it is often unlawful to express is an most objectionable threat to civil liberty as is the abuse of public power."

"In its longer-run tendency it is highly dangerous to the cause of rightful liberty, since if it really comes to power there is no sure way of predicting which mob will win."

No ban: Mrs Beryl Plant, chairman of Essex Education Committee, rejected yesterday's authorization to cancel a meeting of the National Front's regular branch at Leigh-on-Sea community centre.

Visitor stabbed to death, QC says

From Our Correspondent Nottingham

A visitor to Mrs June Robinson's home in Leicester Street Derby, killed two men a wounded her. Mr Den Barker, QC, for the prosecution, said at Nottingham Crown Court yesterday.

Mrs Robinson, aged 23, from the house with a knife wound in her side, he added, and when the police arrived they found one man lying dead on his back "with appallingly bad neck wounds" and the second man, also dead, propped against the settle.

Clifford Hill, aged 23, from Monmouth Street, Derbys, pleaded not guilty to murder of Graham Sharpe, aged 25, and Guy Summerfield, aged 23, and denied attempting to murder Mrs Robinson.

Mr Barker said that Mrs Robinson had previously lived with Mr Hill, but at the time of the killings she was living with Mr Sharpe. Mr Summerfield was their lodger.

The hearing was adjourned until today.

Green belts emphasized in £360m Lancashire plan

From Our Correspondent Preston

A £360m plan to revitalise the old mill valleys of north-east Lancashire, with "green corridors" penetrating the hearts of the towns, was announced by Lancashire Development Committee yesterday.

Mr Jeffrey Rowbotham, planning officer, said they had chosen a "compact town" theme with built-up areas separated by green belts. "In part of the country small valleys, many suffering from industrial dereliction, penetrate right into the centre of the towns, and they could be used to reinforce this theme."

The scheme envisages earmarking land on the edges of Blackburn, Accrington, Burnley, Nelson and Colne to attract large-scale new industrial

Maltese jailed for part in prostitution ring

TODAY, COCA-COLA IS MOVING OUT OF MILTON KEYNES.

18 months ago, the new canning plant for Coca-Cola was merely a twinkle in someone's eye.

Yesterday it opened, in Milton Keynes.

And today, cans of Coke are on their way to destinations throughout Britain.

Why did The Coca-Cola Export Corporation choose Milton Keynes? Easy.

They wanted good communications. We're under 1 mile from the M1, midway between London and Birmingham.

They wanted space. We gave them 10 acres, on which they built a 96,000 sq. ft. plant.

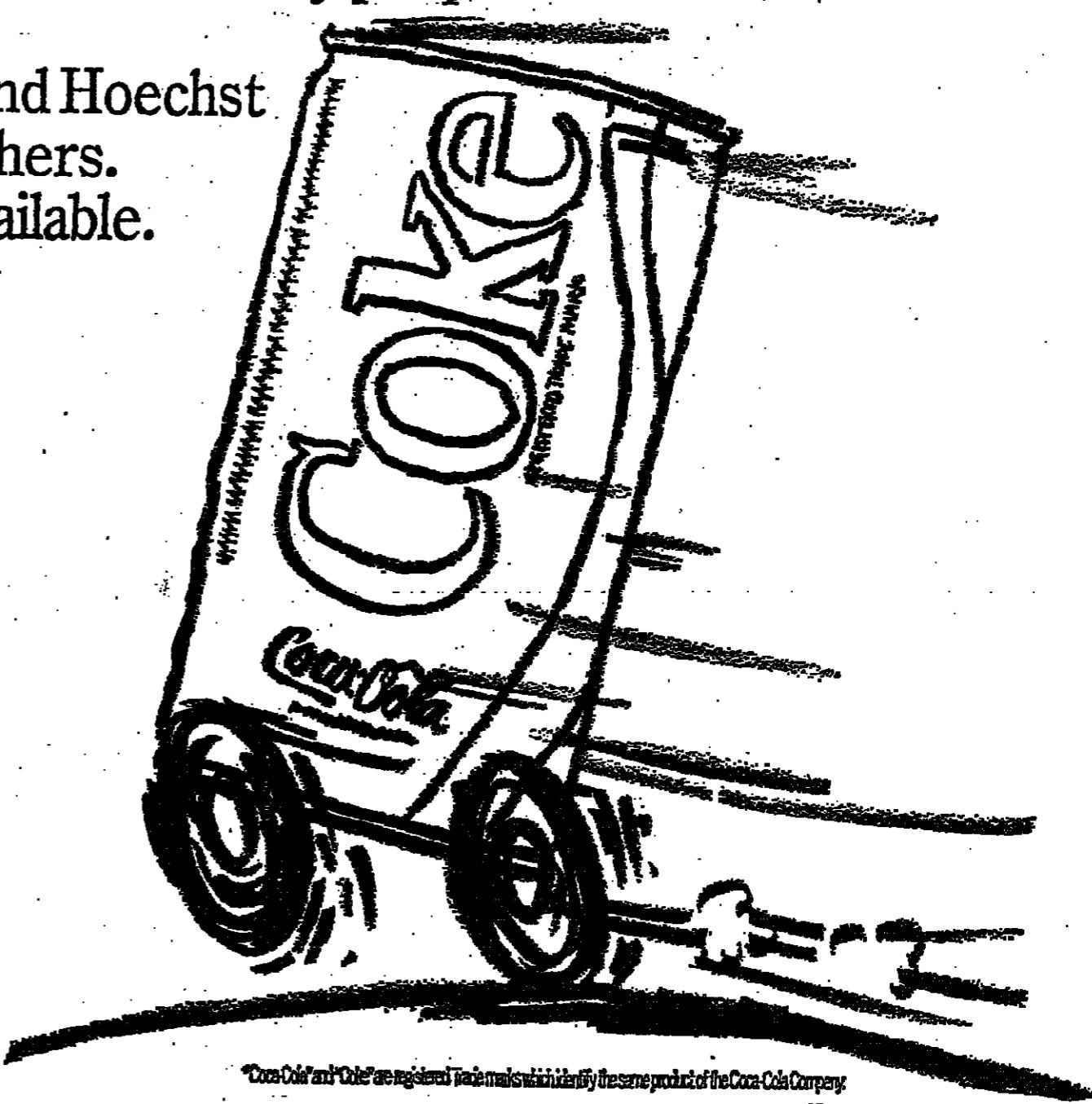
They wanted a happy, contented workforce. We had the workforce available, and Milton Keynes has no rival as far as housing and environment are concerned.

A spokesman for The Coca-Cola Export Corporation said: "The important factors were the fine road and rail connections, the ready availability of good housing and amenities in the town."

The Coca-Cola Company aren't the only people to see the benefits.

Rank Xerox, Volkswagen and Hoechst are here, too, along with many others.

However, space is still available.



Coca-Cola and Coke are registered trademarks of the Coca-Cola Company

HOME NEWS

Mr Benn joins pit pay battle with plea to back productivity deal

By Paul Routledge

Mr Benn, Secretary of State for Energy, made an unexpected entry yesterday into the political minefield of pit industry pay negotiations with an eve-of-battle appeal to miners to vote for a productivity deal.

The minister, who avoided any commitment to productivity bargaining in the mines when he spoke to the annual conference of the miners' union in midsummer, came down firmly in favour of local incentives, which are being fiercely opposed by coalfield militants. Mr Benn said the scheme should command itself because "it was devised to avoid the evils of past piece-work schemes which set men against men and lowered safety standards. Secondly, it comes at a time when the longer-term expansion of the coal industry has been agreed and when an integrated national energy policy is becoming a reality.

Officially, it is the prospect of an increase in pay now for all mine workers, he says, and believes that the miners will give the scheme a fair trial.

When a pit incentive scheme was last put to a ballot of the

men in the autumn of 1974 Mr Varley, then Secretary of State for Energy, made no such public plea for votes. That package was opposed by the National Union of Mineworkers' executive, and income policy was then at a less delicate stage.

Mr Benn's intervention in the argument over local incentives that has divided the coalfields along moderate versus militant lines of leadership emphasizes the Cabinet's anxiety over pit pay.

If the ballot, starting this morning and lasting 48 hours, does not produce a majority for the productivity deal the miners' union will have to pursue seriously a deferred basic rate claim for rises of up to 90 per cent.

The National Coal Board remains quietly confident that after two years of tight wage restraint the men will seize the opportunity to earn more money by raising output.

Under the scheme, coalface workers who perform in full an agreed weekly output target would get £23.50 a week more from their first pay week in November. Other workers would get proportionately less the farther from the face they work.

Fuel tankers explode, after crash

The police were searching last night for the driver of a blue tipper lorry after two oil tankers and a van had collided and exploded in flames near a small Oxfordshire village early yesterday morning.

The drivers of the tankers narrowly escaped death when their lorries, carrying a total of 8,500 gallons of fuel, exploded. One was badly burnt and was taken to Stoke Mandeville Hospital. The other jumped to safety as a flaming burst 50 feet into the air. The van driver escaped through the back doors as burning petrol engulfed his vehicle.

Firemen pumped thousands of gallons of foam on to the blaze, and the A41 road between Thame and Oxford was blocked all day. Tinted black smoke could be seen from Oxford, 10 miles away.

The tipper lorry overtook another lorry as it approached the convoy of tankers making its way from the BP oil depot at Thame.

Priest suspended for IRA remark gets new parish

A Roman Catholic priest suspended from parish duties in June, 1974, by the Archbishop of Birmingham, Dr Dwyer, for praising an IRA hunger striker who died in prison has been reinstated, it was learnt yesterday.

Father Michael Connolly, aged 46, formerly at St Joseph's, Wolverhampton, has been parish priest at St Mary's, Leek, Staffordshire, since April. It is understood that Dr Dwyer,

who was not available for comment last night, thought that enough time had elapsed to enable him to make the appointment.

He attended the funeral in London of Michael Gaughan, his cousin, who had died in Parkhurst prison, and described him as "a great man who died for his conscience", and for his conviction that Irish people alone should decide the future of Ireland.

Mr Rodgers: "Motor cycles are dangerous."

Stirling University back on target

From Ronald Faux

Stirling University, the professor said, was back on course after growing healthily. The modern campus, woven in to an attractive bowl of bronze autumn trees, had begun to celebrate the tenth anniversary of its royal charter and yesterday the staff invited journalists to see what had been accomplished.

Stirling was, of course, the university that became notorious five years ago for a momentary lapse of decorum during a visit by the Queen. Overnight the campus became the subject of headlines around the world because of the rudeness of a few students. One was photographed saving a wine bottle at the Queen, and the repercussions were "astonishing".

A second appeal, about to be launched, was cancelled, and the university forfeited probably £1.5m. Relationships with the local community were badly damaged, and the number of students applying for Stirling fell sharply.

Bishop stands by vicar's appointment

The Bishop of Peterborough, the Right Rev Douglas Reaver, is standing by his decision to appoint to a Northampton church a vicar who has been accused of having a love affair with a married woman. A spokesman for the bishop said yesterday that no senior clergyman outside the Peterborough diocese had the right to interfere with appointments.

The Rev Ralph Thicknesse, who was accused of having an affair while Vicar of Clare, Suffolk, was instituted as Vicar of St Michael and All Angels, Northampton, last week.

The bishop's announcement came after a reported statement by the Bishop of Ipswich, Dr Leslie Brown, which said he had asked the Archbishop of Canterbury to try to stop Mr

dies were all increasing. Could it be that the students were becoming short-haired, job-conscious?

Yesterday, as I guess, they marching their way through a gauntlet bearing an EEC motif, the university announced that student numbers were back on target at 2,500, undergraduates, a total that was expected to rise by another thousand in the early 1980s.

The number of students applying to Stirling had grown by a fifth in the past year, and the university accepted more than a thousand new students in one year for the first time.

"We look back on the royal episode with grief. The university did not deserve what happened when the story was blown up", a postgraduate student recalled.

Stirling looks forward confidently to the next ten years. It was the first university to be built from scratch in Scotland for 300 years, and the University Grants Commission made clear that it would become a focal point for growth.

Academically, the university has earned a good reputation in such practical areas of research as fish-farming, atomic physics, diving and education.

Packer players 'knew they forfeited Test places'

By Our Sports Editor

Other Packer players could expect to play in a home series after "opting out" for three years overseas.

Mr Edmund King, chairman of the TCCB's finance and general purposes committee, said that without revenue from Test matches only one county, Essex, would have made a profit in each of the years 1974, 1975 and 1976, in excess of revenue received from Test matches by way of the TCCB.

Even with Test match revenues, 13 of the 17 counties showed a loss in 1974, eight in 1975 and four in 1976. Glamorgan lost £2,142 last year, Gloucestershire £20,254, Nottinghamshire £1,173 and Worcestershire £196.

Test match revenue distribu-

tion was not for such things as help for the handicapped and housing for immigrant workers.

More should be done to ease the problem of youth unemployment. Unless something was done there would be social problems developing in the future. The social fund could be used to help for a European political system.

Mrs Elaine Kellie-Brown (Lancaster, C) said some sectors were in more desperate straits than others and no one could be in any doubt about the problems facing the textile industry.

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OVERSEAS

Concorde stays within noise limits during all its New York tests

From Our Own Correspondent
Washington, Oct 25

To the irritation of local residents in New York, Concorde has passed its first trial take-offs and landings at Kennedy airport with flying colours. The general feeling is that even the port authority, which fought hard to keep the supersonic airliner away from the city, will do nothing further to prevent regular passenger services to and from London and Paris.

After its highly publicized arrival in New York on Wednesday, two days after a Supreme Court ruling allowing Concorde to use Kennedy temporarily, the aircraft made two further test landings and three take-offs during the latter half of the week.

None of these manoeuvres came even close to infringing the airport's present noise limits. Indeed, the final trial departure, with a full payload of 172 tons (equivalent to 100 passengers and their baggage) on Saturday by Concorde on its way to Toulouse, was the quietest of the three take-offs.

It registered some 104 decibels, compared with 107.5 earlier in the week. The noise limit for all aircraft leaving Kennedy airport is 112 decibels.

Last week's trials also provided local ground staff with an opportunity to familiarize themselves with Concorde in preparation for regular passenger services, which are due to begin on November 22.

Air France is expected to schedule a daily flight in and from Paris; British Airways will initially provide two services a week, to and from London, rising to four a week after a fortnight or so.

Bing Crosby maintains his privacy after death

Redwood City, California, Oct 25.—Bing Crosby, who guarded his privacy in life, has apparently managed to maintain his privacy after death.

He established a "living trust" four months before his death to handle the bulk of his estate, so avoiding the publicity of normal probate proceedings.

The living trust arrangements—in essence a private will—was disclosed yesterday when a will covering the rest of his estate was lodged for probate in San Mateo county superior court.

Cash bequests in the will included \$150,000 (£80,000) to his widow, \$50,000 each to Gonzaga High School and Gonzaga University, both in Crosby's home town of Spokane, Washington state, and \$5,000 to St Aloysius Roman Catholic church, also in Spokane.

A press spokesman said the living trust provided for all of Crosby's seven children by his two marriages. AP.

Local residents have not taken kindly to the fact that the Concorde is less noisy than they were led to believe. Several of the more vocal opponents suspect trickery by the airlines in selecting flight paths away from normal landing and take-off routes.

As soon as attention has moved away from the supersonic airliner, its route will be shifted to bring it over more densely populated areas, they say.

Mr Lee Schefer, spokesman here for the British Aircraft Corporation, denies this. During last week's trial take-offs and landings, Concorde used the same take-off and landing routes, as subsonic aircraft crossing the Atlantic on the same days.

Concorde opponents remain unconvinced, and are still threatening law suits and demonstrations to prevent the supersonic aircraft from beginning regular passenger services. They may have the support of Mr Hugo Carey, Governor of New York. Earlier this month he promised to do everything in his power to block Concorde.

They are likely to find, however, that the port authority will decide as discreetly as possible to end its own campaign to keep Concorde away from Kennedy airport.

It could conceivably set new stricter noise limits, but it is difficult to see how this could be achieved without also closing Kennedy to other aircraft as any new regulations would have to be applied to all comers.

On several occasions last week subsonic Boeing 747s and VC10s made as much or more noise than Concorde during take-offs.

From Michael Leapman
Road Town, Oct 25.

The Queen visits the British Virgin Islands tomorrow for the second time in 11 years. If this seems an excessive favour to bestow on a community of hardly more than 10,000 people, there are at least two good reasons for it.

To begin with, the Virgin Islands are one of Britain's dwindling collection of remaining crown colonies. Secondly, they are an exceptionally merry place.

Road Town, the capital, is on the biggest island, Tortola, and it has prettied itself up for the occasion. Dozens of bright new Union Jacks are flying along the route of the Queen's drive and landings. Concorde used the same take-off and landing routes, as subsonic aircraft crossing the Atlantic on the same days.

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Florida boy sentenced to electric chair

Sebring, Florida, Oct 25.—A 16-year-old boy was sentenced to die in the electric chair today, one of the youngest persons in Florida ever to be sentenced to death.

Frank Ross was found guilty last February of kicking to death Mrs Helen Dixon, a 64-year-old widow, in her home and robbing her of \$6 (£3.50) and a jewelry box on November 15, 1976.

The sentencing of the youth, who will be 17 on November 30, had been delayed by Judge Clifton Kelly until today. Under Florida law, a death penalty case is automatically appealed against and reviewed by the state Supreme Court.

James Wells, aged 17, was also charged with the murder of Mrs Dixon.

On August 12, Judge Kelly found Wells guilty and sentenced him to life imprisonment for his part in the murder-robbery.

Ross's mother sat quietly in the courtroom as the sentence was pronounced. "What had to be had to be", she said outside the courtroom. UPI and AP.

The United States and its NATO allies are making headway on a new offer to the Soviet Union designed to break the long stalemate over negotiations for troop reductions in central Europe.

According to well-informed sources here, the Nato deliberations, principally involving Washington, Bonn and London, focus on amendments to an offer in December, 1975, which the Russians have criticized but never formally rejected.

This involved a United States withdrawal of some 1,000 tactical nuclear weapons, 900 aircraft and missiles and 29,000 troops in return for one or two Soviet tank armies consisting of some 1,700 tanks and nearly 70,000 troops from East Germany.

The allies are now reported to be willing to allow the Russians to withdraw roughly the same number of troops and tanks but some of them from less strategic areas like Poland and Czechoslovakia. This, the alliance argues, should make the 1975 offer more palatable to the Warsaw Pact countries.

According to The New York Times, the alliance would also agree informally not to deploy the controversial neutron bomb in central Europe if the Soviet Union shows signs of some willingness to compromise. Full-scale development of the neutron device, which kills by radiation rather than by concussion, is awaiting a final go-ahead by the alliance.

The talks in Vienna on mutual reductions of forces have been deadlocked for several years because of the Soviet Union's unwillingness to accept larger cuts than the alliance.

Nato maintains that the final outcome of any cuts should result in an equal number of Eastern and Western troops.

AP.

lavatory which will be ready just in time.

The squat, wooden-shuttered shops along the route are being given a last-minute blue or green coating so that, in the clammy heat, the faint smell of palm hangs over the town.

Road Town is a curious blending of small shops and bars, with modern air-conditioned banks, evidence of the colony's road as a tax haven.

The route from Beef Island to Tortola crosses the Queen Elizabeth bridge, which the Queen opened the last time she was here. The islanders are greatly proud of it, although it has only one lane.

In Tortola, each reporter is housed in a two-storey villa in a luxurious resort complex, almost entirely empty of tourists.

Many of the visitors who come here are American yachtsmen who live on their own boats, finding it cheaper to berth here than in the American Virgin Islands. A boat moored outside my villa is skippered by a fat American with a white Hemingway style beard, acting out his nautical fantasies in a T-shirt which commemorates the royal visit.

Odd characters show up in places like this. A few are the remnants of the once large band of expatriates that moved from India to Jamaica to Kenya to Malaya and have now flocked up here because there are precious few places left.

They are not fond of intruders. There is a faint air of coyness about the place which affects even visitors. At

breakfast, a man who works for a tyre company explained to me his plan for solving the world's energy crisis by increasing the production of sugar on islands like this to make alcohol, which could be used as fuel.

It would be a shame so to waste the local rum, a smooth concoction made at a one-man distillery on the other side of the island.

The Queen arrives tomorrow on board the royal yacht Britannia and will read the Speech from the Throne at the Legislative Assembly before visiting a hospital.

In the afternoon she will go to Virgin Gorda which, according to the official tourist brochure, looks from the air like a reclining woman.

The only misfortune so far is an outbreak of polio on one of the smaller islands of the group. The chief medical officer here has advised the Queen's doctors to boost her vaccination.

She leaves the Virgin Islands tomorrow night for Antigua. Then she will go to Barbados, where she will catch a Concorde home.

remaining in central Europe, while the Russians would like to retain their existing superiority. For this reason it is difficult to see how Moscow could accept the new, albeit improved, offer.

Officials here emphasize that the offer is by no means completed. This will have to await formal approval by Nato member-governments in due course. Her Heimat Schmidt, the West German Chancellor, disclosed during a recent visit to Washington that the alliance was working on new concessions to the Russians.

The proposed deal is reported to have been discussed in London last month between American, British and West German officials. On that occasion considerable progress was made, officials say.

The State Department today refused to give details of any new offer on mutual reduction of forces. But a spokesman confirmed that consultations among the Nato allies were taking place.

Geneva, Oct 25.—American, Soviet and British arms control experts negotiating a treaty to ban all nuclear tests met for the eighth time today and extended the talks until next week. The negotiations, which began on October 3, originally had been expected to end this week.

Mr Paul Warnke, Director of the United States Arms Control and Disarmament Agency and the chief American negotiator, said at the outset he was optimistic about the chances of getting a treaty.

Dr Sakharov told Western journalists by telephone that the two-roomed suburban flat was found "with the locks forced and in complete disorder" by a friend, who is temporarily living there, or returning from work.

Dr Sakharov, who earlier this month appealed to the European Security Conference at Belgrade, to take a firm stand on human rights, lives with his mother-in-law in another flat near the city centre.

Dr Sakharov said yesterday's raiders had "turned over every drawer and cupboard and thrown everything on to the floor". The lining of clothes had been ripened and cases had been torn open "as if they were looking for something".

"Nothing was missing, so I cannot have been thieves. I can only regard it as an undecided search by the authorities." He did not plan to call in the police because he felt it would serve no purpose.

Dr Sakharov, once one of the Soviet Union's leading nuclear scientists, said he and his wife Yelena, who is being treated in an Italian hospital for an eye disease, believed her son Alexei, aged 20, was coming under official pressure.

Alexei, who is in the final year of a five-year course at a Moscow teachers' training institute, had been given a bad report for his military training course and was under threat of expulsion, Dr Sakharov said.

Reuter.

The proposed deal is reported to have been discussed in London last month between American, British and West German officials. On that occasion considerable progress was made, officials say.

The allies are now reported to be willing to allow the Russians to withdraw roughly the same number of troops and tanks but some of them from less strategic areas like Poland and Czechoslovakia. This, the alliance argues, should make the 1975 offer more palatable to the Warsaw Pact countries.

According to The New York Times, the alliance would also agree informally not to deploy the controversial neutron bomb in central Europe if the Soviet Union shows signs of some willingness to compromise. Full-scale development of the neutron device, which kills by radiation rather than by concussion, is awaiting a final go-ahead by the alliance.

The talks in Vienna on mutual reductions of forces have been deadlocked for several years because of the Soviet Union's unwillingness to accept larger cuts than the alliance.

Nato maintains that the final outcome of any cuts should result in an equal number of Eastern and Western troops.

AP.

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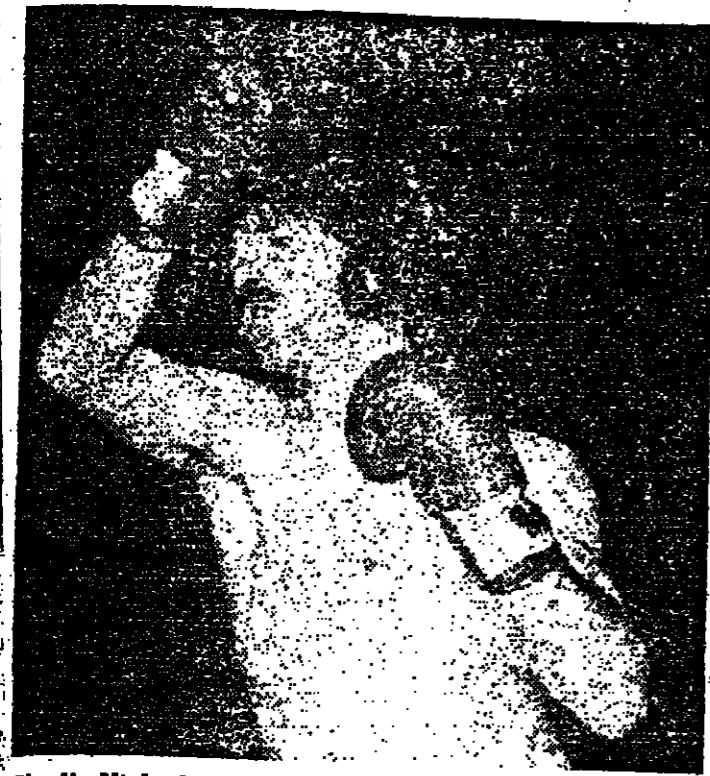
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Charlie Nash, Claydon's rival for the vacant British title.

Claydon's chance may come in Londonderry

Johnny Claydon, of West Ham, is in line for a tilt at the vacant British lightweight championship after his successful defence of the Southern Area title. By outpointing Tony Dunn, of Reading, in 12 ferocious rounds at the Cunard Hotel, London, on Monday night, Claydon earned himself a meeting with Charlie Nash, an Irishman.

The 16st 6lb bout could end up in Nash's home town, Londonderry. Claydon refused to bow there, but this is where he is obliged to give up the title. Claydon wants to do this, but he would probably appear in a cage of lions if he had to.

Claydon, badly beaten by Watt at the start of the year, took a rest, and came back on Monday night full of fire and ambition. It was a bruising contest, appropriately in a ring of fire and st. John's Ambulance Brigade.

Motor racing

Police tell Villeneuve to stay for inquiry

Tokyo, Oct 25.—Gilles Villeneuve, the Canadian racing driver whose Ferrari crashed at 150 mph in Sunday's Japanese Grand Prix, killing a track marshal and a spectator and injuring 10 other people, has been told to stay on to take part in an inquiry into the accident. A spokesman said that Villeneuve would face charges unless he agreed that he had broken any of the rules covering the race. The spokesman added that police could also investigate whether the gardener of the race could be liable for the accident.

The crash and its aftermath comes as a new blow to Enzo Ferrari's team, already weakened by the defection of their leading driver, the Austrian world champion Niki Lauda. Brabham and a spectator had been trying to push spectators back to the boundary fence and an amateur photographer in the crowd who was hit by flying debris from the Ferrari.

The crash and its aftermath comes as a new blow to Enzo Ferrari's team, already weakened by the defection of their leading driver, the Austrian world champion Niki Lauda. Despite his clinched the drivers' championship with Ferrari for the second time in three years, Lauda has stuck to his decision to terminate his four-year association with the Italian firm. Their chief mechanic, Ermanno Cooghi, is going to Brabham with him.

Lauda did not compete in Sunday's race at the Fuji international speedway or in the Canadian Grand Prix, having already regained the world title with his fourth place in the United States East Coast Grand Prix at Watkins Glen—Agence France-Presse.

ice skating

Ban on 'biased' judges will not alter result

Dennis Bird, although Russian skaters hold one of the four world figure skating championship titles—for men, pairs and ice dancing—will not be any Russian at this season's events. From time to time the International Skating Union, a central body, suspends individual judges for unsatisfactory acts, but in May this year it took much more drastic action. The first time in 85 years, the ISU banned an entire country from nominating judges for their 1978 championships. The on agreed that Russian officials have shown "repeated and serious bias in judging".

Russians protest last month to have produced no medal winners in the ISU's standard competition. Some speculation on whether the Soviet Union would do to withdraw their competitors for the season, but there is no sign that this will happen.

Skaters seem to be encouraged to enter international competitions held at this year. A Russian couple competing in Skate Canada this week and two Russian girls are due to take part in the hood Trophy in London next week.

The prospects for other countries may be enhanced, logically at any rate, by the use in the judging panels of a particular interest in ice dance events, having had a second place in the 1977 world championship in Tokyo.

Two Russian pair skaters

will face a strong challenge from last year's runner-up Deborah Cottrell, who bear her in the 1977 European championship. The British men's and pairs' events will be held on the same dates as the women's.

The British ice dance champion, at Nottingham on November 19, with the world silver medal winners, Warren Maxwell and Janet Thompson, favourites to retain the title they first won in 1976.

The European championships are in Strasbourg, from January 31 to February 4, with the world championships a month later (March 7 to 11) in Ottawa. The enforced absence of the world men's champion, Vladimir Kovalev, of the Soviet Union, suspended by his own country—leaves the way wide open for such skaters as Jan Hoffmann, the East German and European title holder, and Cousins.

Skaters are so good at present they are entirely capable of winning whether or not they are aided by a compatriot.

The first important pre-championship event is the Skate Canada competition. Robin Cousins, the British champion, was born in 1976. He has made a remarkable recovery from his cartilage operation and is back in his form under the coaching of Cottrell's trainer, Carlo Fassi. Anand's victory for Cousins is a powerful fillip for his team; this is a particularly important season for him as he seeks to improve on the European medal he gained in 1977.

The only international event in 1978 will be the Richmond competition for women's ice skating, at Richmond Ice on November 6 and 7. The competitors are Karen Carlson, the national champion, and Carolyn Beck. On October 30 and December 1, Richardson will seek her consecutive British titles. She

Ali shows contempt for WBC threat

Chicago, Oct 25.—The world heavyweight boxing champion, Muhammad Ali, was in his most arrogant form here yesterday when he sought to strip him of his title if he fails to defend it against the winner of the Ken Norton-Jimmy Young eliminator on November 5 at Las Vegas. "I am boxing," Ali declared. "Jose Sulaiman (the WBC president) don't tell me what to do—I tell him what to do. I am boxing. To him 600 people saw me fight Earle Siskers. I am the king of the ring."

All said that the World Boxing Association (WBA) had given him one year to defend his title next. The rival WBC wanted Ali to meet the winner of the Norton-Young bout, and also also announced Alfonso (Richter) Gracia, Leon Spinks, Boone Kirkman, Henry Clark and Jimmy Ellis (of the United States), and Gervis Coetzee (South Africa) as contenders.

All does not fear either Norton or Young, both of whom he has soundly beaten, but no promoter has so far found a suitable collier to be a suitable purse. He said: "I retired as a fighter three years ago. For the last three years, I have just been a businessman."

His next appearance in the ring will be on December 2 when he boxes a five-round exhibition match with Scott Ledoux, the tenth ranked American heavyweight, who drew with Leon Spinks earlier this month in Las Vegas in 10 rounds. The proceeds will go to the local institute for retarded children.

In Tokyo Antonio Inoki, the Japanese wrestler who drew with WBA champion in a five-round match 16 months ago, today defeated another American boxer, Chuck Wepner.

Wepner, who was knocked out by Ali in the 15th round of a world championship bout in 1975, had lost less than six rounds against Inoki, who was beaten from being floored by a left and right to the face in the fourth round. Inoki ended the contest after one minute 35 seconds of the sixth by pinning the 38-year-old Wepner with a double leg hold.

A British title bout would be a just reward for Claydon, who has now proved his superiority over Dunn with two wins and a draw in three bouts.

Bloodstock sales

Hobbs gets top price for Conifer

Mr Ken Richardson, from East Yorkshire, bought the top lot at yesterday's opening period of the Newmarket Autumn Sales, when paying 14,500 guineas for the three-year-old colt, Conifer.

By Tudor Meekin, out of the Moseborough mare, Fropic Conifer was sent from the Palace House stables of Bruce Hobbs, for whom the colt was sent at Sandown and Kempton Park in the spring. Mr Richardson said he knew no one who would handle the colt in other hands, purchases of 7,000 guineas) and Captain's Mate (2,000 guineas).

Another Hobbs offer fetch five figures was the four-year-old Connaught gelding, Bagshot. The winner in 1976 was purchased by Fred Rennell for 11,000 guineas, on behalf of Prince Charles, and will surely be seen out over 20 yards.

Another Newmarket establishment that submitted a large consignment was Henry Cecil's Warren Place Yard. Interested in the three-year-olds Drimond, and April Days, Drimond was bought for 9,800 guineas by Peter Stuckey, April Days was secured for 10,000 guineas by the Tallyho Stud Co.

Yesterday 90 lots were sold for 225,950 guineas to produce an average of 2,404 guineas.

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Results of Law Society's Part II Qualifying Examination

The Law Society announces that the following candidates have passed the Part II Qualifying Examination held on August 8 to 11 in the heads indicated. (An asterisk indicates a distinction.) The heads of the examination are: 1, conveyancing; 2, accounts; 3, revenue law; 4, equity and succession; 5, commercial law; 6, company law and partnership; 7, family law; or 8, local government law or 9, magistrates' law.

FIRST-CLASS HONOURS

(in order of merit)

D. R. Estm. 1*; 45*; 67*;

N. P. Remond. 13*; 45*; 67*;

A. K. Chow. 13*; 45*; 67*.

SECOND-CLASS HONOURS

(in order of merit)

L. D. S. C. 13*; 45*; 67*;

M. P. H. Price. 13*; 45*; 67*;

D. R. Estm. 13*; 45*; 67*;

A. K. Chow. 13*; 45*; 67*.

THIRD-CLASS HONOURS

(in order of merit)

L. D. S. C. 13*; 45*; 67*;

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A. K. Chow. 13*; 45*; 67*.

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CROSS CHANNEL

A Special Report on communications between Britain and France

And the grumbles rumble on

by Michael Baily

In Paris tomorrow and the day after, more than a hundred British and French senior industrialists, traders, transport operators and government officials will be discussing an important and intriguing question: is the Channel between Britain and France barrier or a link?

For more than a thousand years, until recently, the two proud and independent countries which have conducted their love-hate relationship across it, would have replied emphatically that it was a barrier.

During the past 20 years, however, that has, or surely ought to have, changed.

Since Britain formally took Europe's door in the 1960s, and certainly since she formally entered in the 1970s, such attitudes may be thought to be outdated.

The most obvious sign of change of heart was the resurrection in the 1970s of the long-defunct idea of a direct link between the two countries by means of a channel tunnel. That the scheme founders once again is not without significance.

There was a variety of radical objections to the project, raised by among others *The Times*: its heavy social costs, environmental and financial. Its flexibility: the way it could cause an undue concentration of traffic through a already congested part of England, leading inevitably

to an undue dependence on it. But there was perhaps in Britain's refusal to jump at the final fence also a touch of that irony to which France has so often drawn attention.

One of the arguments of opponents of the tunnel was that traffic between the two countries would be adequately—indeed better—catered for by the proliferation of routes between various points along the two coastlines that was already taking place, and that this choice would continue in the tunnel's absence to provide the needed cross-Channel capacity in a diverse, direct and decentralized form more suited to Britain's needs, at any rate.

That is what has happened. To the traditional routes from Dorset to Calais, and Newhaven to Calais, Boulogne and Dieppe have been added others from Falmouth, Sheerness, Ramsgate, Portsmouth, Southampton, Poole, Weymouth and Plymouth, to Dunkirk, Le Havre, Cherbourg, St Malo and Roscoff.

Yet discontent is rife. Although the needed links by land, sea, air and telecommunications are present, there is dissatisfaction with all of them. For passengers by sea, for example, the choice is now a wide choice of ferries leaving regularly right round the coast, fares are probably the highest in the world for such a car up to £100 return for a car and two passengers for a crossing of less than 25 miles. The commission recommended greater dis-

parity between peak and off-peak fares to flatten the curves, and there have been some moves in this direction, with savings of about 30 per cent for off-peak travel. More could be done through intelligent marketing and economical ships.

Since 1970 both passenger and freight traffic between the two countries have approximately doubled to about 10 million passengers and 10 million tons of freight a year. Imports from France have grown since 1970 from about 4 per cent to nearly 7 per cent of Britain's total, and France is now Britain's third largest source of imports. French imports from Britain are about 5 per cent of the total, seventh down on the list of leading countries of import.

France predominates as the exporter of goods, but Britain sends more passengers. Northbound freight is about double southbound for passenger traffic the gap has narrowed and is now in about the proportion of 40 to 60, with French visitors to Britain increasing fast.

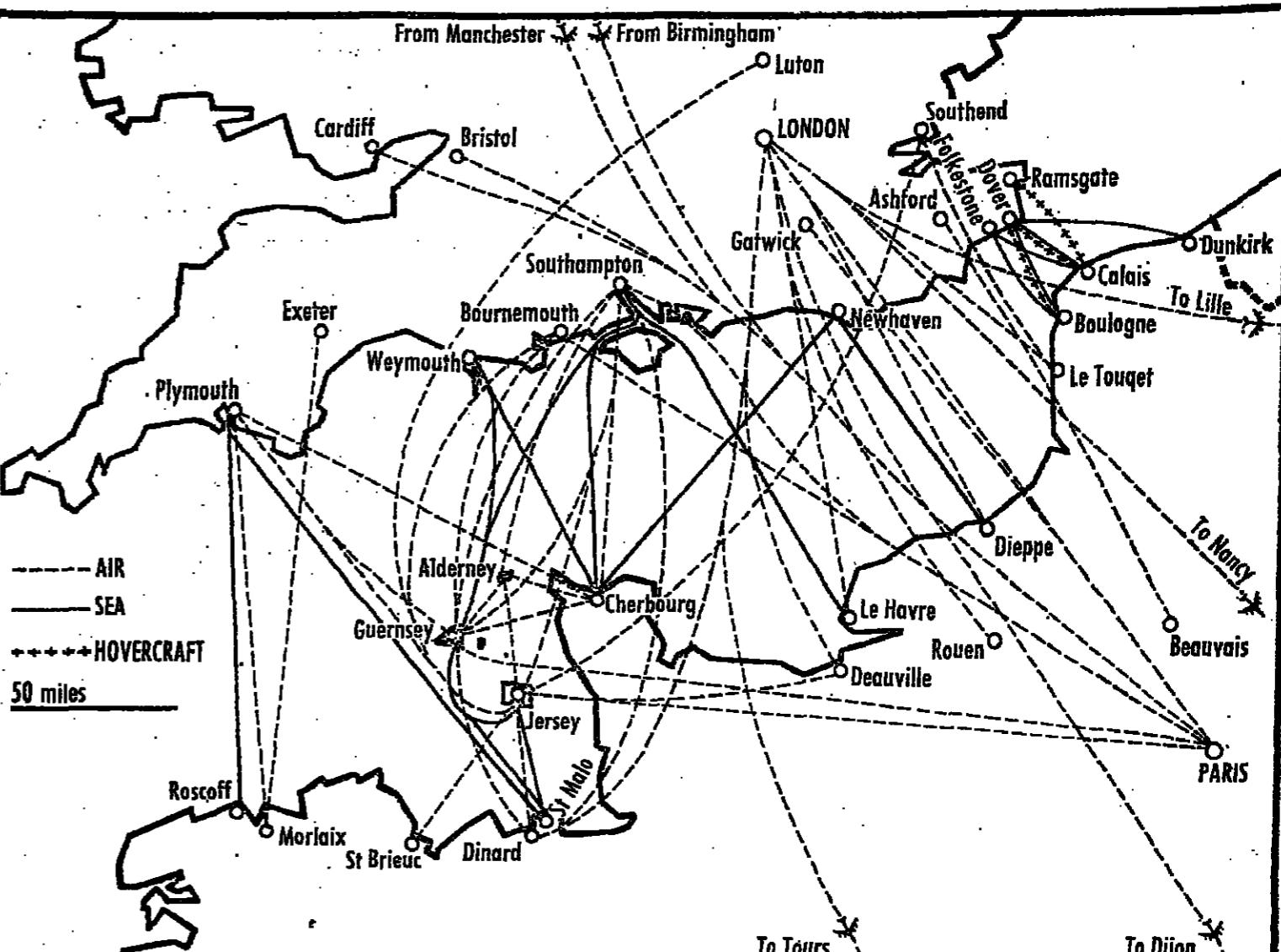
The high price of passenger ferries, as was noted in the Monopolies Commission in 1973, arises largely from the partners of the trade, in which more than three-quarters of the traffic moves in one quarter of the year. The commission recommended greater dis-

continuity, BA and AF run an "air-bridge" operation between Heathrow and Charles de Gaulle airport, Paris. This gives the public a flight from each end at almost every hour during the day, with most of the airfares used being wide-bodied Lockheed Tri-Stars in the case of the British and the European A300s by the French.

In the case of airfares the carriers are perhaps more culpable. All kinds of excuses are produced—wrong aircraft, airport problems, difficulties with customs and immigration—for the absence of low-cost services. But the principal one may be the determination of the main carriers to protect high profits on the route at the expense of the public.

In the case of customs, immigration, and to a lesser extent postal services and telecommunications, there cannot be any serious practical reason why complaints should not be put right. One suspects that the barrier survives primarily in men's minds but that, so long as it does, that innocent stretch of water will reflect it.

The author is Transport Correspondent, *The Times*.



Air bridge precedes shuttle service

by Arthur Reed

Almost two million passengers cross the Channel by air on the London-Paris route every year, and the numbers are growing so rapidly that the airlines are considering introducing a shuttle type of operation.

Talks have already taken place between British Airways, Air France and the airport and government authorities involved. One of the major problems which has yet to be solved is that the two national airlines use different terminals at Heathrow airport, London, making quick interchange of passengers between flights—vital if a shuttle is to work effectively—extremely difficult.

While the negotiations

continue, BA and AF run an "air-bridge" operation between Heathrow and Charles de Gaulle airport, Paris. This gives the public a flight from each end at almost every hour during the day, with most of the airfares used being wide-bodied Lockheed Tri-Stars in the case of the British and the European A300s by the French.

British Caledonian, the major British independent airline, also links the two capitals with a scheduled service with its BAC 1-11s. The aircraft fly to Charles de Gaulle from their base airport at Gatwick.

But while the London-Paris link is important for both business and leisure traffic, there are many air services linking the main airports in each country with the provinces. Air France, for instance, has regular shuttle flights out of London on each side.

The author is Air Correspondent, *The Times*.

Prospect of EEC funding revives interest in tunnel

by Derek Harris

One legendary quality is insisted in the idea of a tunnel tunnel. The notion really fired the Victorian imagination, leading to the attempt in the 1880s to dive down into the layers chalk near Dover.

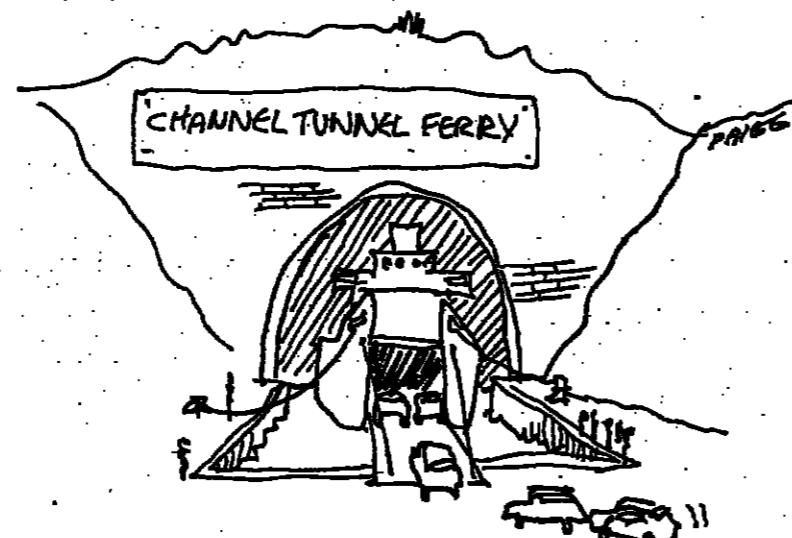
A couple of bays away in the harbour, at the foot of Shakespeare Cliff, is the which gives access to tunnel workings of the century. Near by, nearly 100 yd from the sea, is the entrance to Channel tunnel, the easy end of the 1974 access leading down some metres of tunnel proper, leading out below the sea. Work was halted there just two years ago after Labour Government, led Sir (then Mr) Harold Wilson, decided to abandon project. It cost £18.7m compensation in all the rest involved, including British Channel Tunnel company and its shareholders.

France, where the Government shared equally with British it originally backed the project and where still wanted to go ahead, is a similarly abortive of tunnel at Sanx, near Calais. It runs a hundred metres out the sea. It is the saga of the tunnel, obviously far from over. latest idea is to inject funds into reviving the project in some form.

Parliamentary Assembly of the Council of Europe last year urged that negotiations to re-start the project be opened between Britain and France but with EEC involvement because it had now been realized that other countries in the region could benefit from tunnel. Financial help the EEC regional fund be possible, it was suggested.

At the Brussels Committee, although it approved of tunnel project in principle, down the issue of funding. It did not think the time was ripe to pursue the tunnel other things being equal.

There were environmental objections at the time of the abandonment because of new rail links that were proposed as well as the extensive terminal area planned



at the Cheriton portal to the tunnel.

Since then some environmentalists have questioned whether a new high-speed rail link between London and Cheriton, designed to take continental-size rolling stock, would not be a lesser evil than the unchecked growth of heavy lorry traffic through the South-east.

All this obviously increases the chances that a third attempt to connect Britain to mainland Europe by tunnel will be made. But it leaves vital questions in the air on financing as well as bagging the overall question of how realistic a project such a tunnel really is.

It was suggested at the time the British Government abandoned the tunnel project that anti-European Communists feelings among some in the Labour Party were a significant factor in the decision. That may now be a less potent factor. A Conservative government seems likely to favour the tunnel other things being equal.

If concrete proposals are eventually forthcoming for an all-Europe initiative it will particularly turn back attention to the report on the tunnel and alternative methods of coping with cross-Channel traffic which was made to the Government by the Channel Tunnel Advisory Group.

The group, under the chairmanship of Sir Alec Cairncross, was appointed by the Department of the Environment to try to untangle some of the commercial and economic arguments for and against the various projects.

le barrier or bridge?

special Report
des with a conference
Cross-Channel
communications to be held
Palais des Congrès,
de la Porte Maillot,

75017 Paris. The conference, sponsored by the British and French Chambers of Commerce, will discuss the problems inherent in joint commerce and communications.

By the time the group reported its findings to the Government had taken its decision to abandon the tunnel. However, the group concluded that the tunnel could have cost the United Kingdom less to build and operate than the expansion of existing ferry and air services although it was felt that the tunnel was not "indisputably" the better solution.

Correctly the group pointed out that a tunnel is not necessarily the only practical alternative to sea ferries and air travel. The report commented that it would be desirable to give more thought to some of these possibilities—such as bridges or a submerged tube—before formulating a fresh plan for a tunnel.

At any rate the engineering side of the tunnel project, in those initial borings below Shakespeare Cliff, presented no unforeseen problems.

A mammoth digger specially built for the job proved itself in the trial boring by moving well over 6,000 tons of the mass. The digger, part of some £500,000 worth of machinery, is still there, mothballed against a possible revival of the tunnel project. It was expected it would remain in working condition for 10 years.

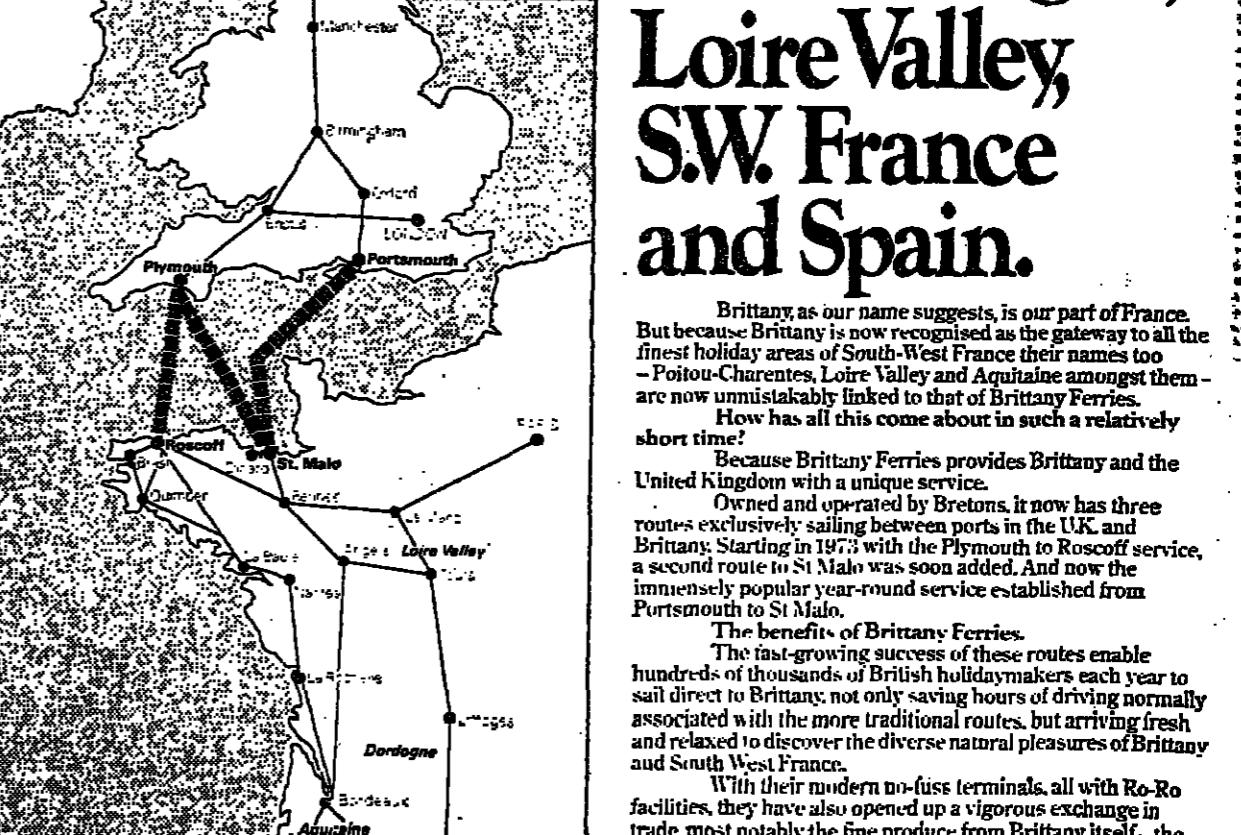
The chances of its being started up again in earnest within that time do not seem so remote as when the last tunneler left two years ago.

The author is Commercial Editor, *The Times*.

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St Malo	4	134	127	122	203	317	421	722								
Portsmouth	112	68	160	213	275	389	503	825								
London	105	104	193	313	423	537	655	972								
Cardiff	215	332	294	215	350	517	525	849								
Bristol	179	267	259	194	304	512	533	854								
Southampton	124	242	209	277	385	599	615	924								

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The benefit of Brittany Ferries.

The fast-growing success of these routes enable hundreds of thousands of British holidaymakers each year to sail direct to Brittany, not only saving hours of driving normally associated with the more traditional routes, but arriving fresh and relaxed to discover the diverse natural pleasures of Brittany and South-West France.

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This, then, is the unique world of Brittany Ferries. To the holidaymaker, offering a simple and direct route to all the popular holiday regions of Brittany and South-West France. To the exporter, offering an easy and direct route to the markets of Brittany, South-West France and Spain.

The Region of Nord-Pas-de-Calais and Cross-Channel Communications

"Nord-Pas-de-Calais a land of men, free towns, of freedom.
A welcoming land, the Pays Franc".

The Pays Franc is the name given to the Nord and Pas-de-Calais regions. It is a part of France that is essentially European—open to the sea, and close to England, Germany, Belgium and the Netherlands.

The Pays Franc is Lille-Roubaix-Tourcoing, Lens-Lievin, Douai, Dunkirk, Bethune, Denain, Bruay-en-Artois and Clais—all towns with a population of more than 100,000. It also boasts three of France's chief ports—Boulogne, Calais and Dunkirk.

The Pays Franc means 4 million people, 1.4 million of whom are employed. Of these, one person in every two is employed in industry, four persons in every ten are in the service sector and one person in twelve is employed in agriculture.

In the Pays Franc seven people out of ten live in a town with more than 20,000 inhabitants.

The Pays Franc is a young country—one person in three is less than 20 years of age.

CROSS-CHANNEL LINKS BY AIR

Passengers	Lesquin/London	Le Touquet/England	Calais-Marck/England
Commercial			
(arrivals/departures) ..	14,521	100,037	3,161
General traffic			
(arrivals/departures) ..	—	44,984	
Cars (to 31.10.1976) ..	—	782	
Frequency of daily flights	6	Le Touquet/Southend 14	Le Touquet/Gatwick 14

CROSS-CHANNEL LINKS BY SEA 1976

	Dunkirk	Calais	Boulogne
Total passengers arriving and departing	348,642	4,169,397	1,395,432
—By ferry service	—	2,939,484	958,595
—By hovercraft	—	1,226,461	436,837
—By cruise ship	—	3,452	—
Total number of cars (tourist and commercial vehicles) arriving and departing	31,800	887,599	184,135
—By ship	—	672,371	130,828
—By hovercraft	—	215,228	53,307
Total amount of goods in tonnes	839,162	3,587,113	2,047,918

The Calais Chamber of Commerce recently showed its sense of humour by publishing a booklet under the title "The 23 known Ways of crossing the Channel". The thirty kilometres of water that separate France from Great Britain have always been seen as a challenge to the daring and the British have been just as enthusiastic as their Continental neighbours in devising ways of making the crossing—some less crazy than others—though tending rather to highlight their own achievements. The story is told that at the time when swimming the Channel was still regarded as a considerable feat, an exhausted Frenchman reaching the beach at Dover could hope to be met only by abonneted member of the Salvation Army preferring him a religious tract.

Since Blanchard and Jeffries first crossed the Channel by balloon in 1785, the methods used to make the journey have been varied. Blériot, of course, succeeded in doing so by aeroplane in 1909 and was followed by others using such diverse methods of transport as a life-jacket, a helicopter (1928), an amphibious vehicle, a bathyscaphe and water-skis. In all 23 known methods. There is, however, another one...

The twenty-fourth Way

This is the method which has been known and considered for some considerable time, namely the "Chunnel", that was to pass below the blue-green waves and link England with France. This was a dream that had been cherished for more than a century and a half but was shattered one sad day of January 1975 when our British friends decided not to go ahead with the project.

In fact, work had begun on both sides of the Channel and had already cost some 400 million francs. Those responsible in the Department of Nord-Pas-de-Calais were very disappointed at the decision, knowing the harm which the region would suffer as a result of the refusal. Their disappointment was put into words by Pierre Mauroy, President of the Regional Council, as also by Pierre Delmar, Chairman of the Economic and Social Committee, and Robert Dellesalle, President of the Regional Chamber of Commerce and Industry, who still continued to hope...

"The Tunnel is a necessity and facts are more obstinate than men and governments: they will end up winning the day..." True, Anthony Crosland, British Minister for the Environment, did say when announcing the news to the House of Commons that such work as had already been carried out would be maintained in the best possible state so that the project could be revived when circumstances were favourable. Was this an empty promise? We should not necessarily take it as such and it is taken seriously on the French side of the Channel. Why? because we remember a similar interruption in the tunneling work begun on the French side in 1875 and abandoned in 1882. The 92 metre shafts due near Calais at that time were to be utilised again in 1972 when the new project got under way. And so we still have faith that one day the tunnel will become reality—even though it will demand a great deal of patience.

The importance of the seaboard

Why did the Chunnel project arouse so much interest in the Nord-Pas-de-Calais region and why have hopes not yet been stilled? Because this region, which geographically is part of north-west Europe, needs to trade with Belgium and the Netherlands as well as with Great Britain and Germany. Its industry, which is strong despite the

many difficulties which face it, is now forced to cling to the coastline. As early as 1971 official plans for the development of the Nord-Pas-de-Calais region laid great stress on the advantage to the area of the coastline which extends from the Belgian frontier to the River Somme. It is general knowledge that both technical and economic considerations have caused the steel industry to move nearer the coast and that this movement was what precipitated the great expansion of Dunkirk. The chief factor behind this revolutionary change was the sharp drop in the cost of transport by sea—one has only to think of the size of oil tankers today—which has transformed the economic map of the world and made easily accessible sources of supply that it was previously impossible to tap. The sea has even been referred to as "a new source of raw materials". This trend, visible everywhere, encourages the establishment of primary industry directly on the coast.

Advantages of Location

To these economic factors others must be added. Thus the Nord-Pas-de-Calais region is located where the sea is sufficiently deep to allow access to vessels of the maximum foreseeable tonnage and is able to draw on the considerable manpower potential of the most densely populated areas of Western Europe—two considerations of importance for the future of the region. Already the main shipping routes of the world converge on the Channel and the North Sea and every year the Pas-de-Calais sees more than a thousand million tonnes of raw materials and finished products being transported from or to the most powerful economic complex in the world. The northern coast of France is situated at one end of the area of high industrial concentration which stretches from the Ruhr to Belgium, the Netherlands and France and then across the Channel to the industrial complexes between London and Manchester. These advantages gain in importance when we consider that the ports of the Rhine delta, Antwerp, Amsterdam and Rotterdam are fast reaching saturation point.

New Infrastructures

In the past, the northern ports of Dunkirk, Calais and Boulogne saw their expansion inhibited by the lack of sufficient inland waterways or a network of roads linking them efficiently with the ports of the Rhine estuary, the Meuse, the Escout, the industry of the Rhineland and even that of the Paris region. This no longer holds true today, even though there is still much to be done. The important Dunkirk-Valenciennes waterway will soon be linked to the rivers and canals of Belgium while the motorways between Lille and Dunkirk, Lille and Paris and Brussels and Paris, as also that under construction between Calais and Basle, will pass through Arras, Reims and Dijon, already constitute a vital network of communications. Needless to say, since the Channel tunnel project was abandoned, priority has been given to the development of high-speed trains running between Arras, Lille and Brussels and from Brussels to London via Lille and Calais.

Three Ports

All this has tended to enhance the importance of the ports of Dunkirk, Calais and Boulogne and despite present difficulties it is the desire of the regional authorities to continue to develop and extend them. Much of the future

of the region will be played out on the coasts of the Channel and the North Sea which are so close to Great Britain.

As well placed as Le Havre to receive large vessels and with a reserve equal in size to the port of Rotterdam while able to serve a hinterland extending beyond its own immediate region into adjoining regions of France, part of Benelux and the Rhineland, the three ports of Dunkirk, Calais and Boulogne see their role as a markedly European one and are naturally equipped to play a great part in links between France and Great Britain. The fact that the distance separating the two countries is rendered negligible by the growing efficiency and density of communications is thought in the Nord-Pas-de-Calais region to be increasingly symbolic. Is this a mistake? Is it wrong to believe still that the important industrial area around London and the largest industrialised area on the continental mainland in many respects complement each other?

Cross-Channel Links

This is the present reality and future prospects of cross-Channel links. The latter have always existed in the very nature of things but their spectacular development in less than a century underlines their vital importance. Largely dependent upon the closer bonds which now join Great Britain to Europe, these links are continuously developing but are undergoing an unprecedented change at a technical level which means a greater speed and better quality of service, whether we are thinking of the transport of passengers, vehicles or goods. The introduction of the hovercraft which moves on a cushion of air is perhaps the most spectacular illustration of this progress but much has also been accomplished by British Rail, the French Railways and by the various shipping companies. We find on both sides of the Channel evidence of a desire to keep pace with a traffic which has gone on increasing with the years.

The three ports of Boulogne, Calais and Dunkirk enjoy important, but different, advantages but the cross-Channel traffic that has in each case built up over the past few years has aroused a good deal of comment.

Boulogne-sur-Mer

The following facts have recently been ascertained: In two years the port of Boulogne now receives as many passengers as it did in the whole of the nineteenth century. The port station is able to accommodate three vessels simultaneously. The train connection with Paris (11 trains in either direction daily) has recently been improved by the taking into service of two turbo-trains.

Situated as it is on the straight line between London and Paris, the port of Boulogne takes full advantage of the possibilities offered by roll-on/roll-off traffic. In addition to the two berths of the *gare maritime* serving Dover and Folkestone and the Ro-Ro quay of the Louber dock, Boulogne has a third berth close to the Commerce dock which is designed to handle larger vessels and covers an area of eleven hectares of land recovered from the sea. The latter alone could produce an increase in goods traffic of the order of 400,000 tonnes per year. There are other important plans for expansion, such as that to extend the ore-handling quay by some 300 metres to enable it to handle vessels of between 60,000 and 80,000 tonnes.

Since commercially Boulogne is mainly oriented towards the roll-on/roll-off passenger and tourist vehicle traffic, it hopes to benefit considerably from the increase

in the number of car ferry services and the greater capacity of the great hovercrafts.

In 1958 Princess Margaret was present at the opening of the first continental hoverport, the terminal at Boulogne. This new type of traffic has burgeoned to such an extent that there are now plans for the construction of new facilities able to cope with as many as 10,000 passengers or peak traffic days. This expansion will be carried out in close cooperation with the authorities in Dover, where a new hoverport is being planned.

Calais

Of the three ports of the region, Calais is the nearest to England—a fact which led to its becoming the main French port handling passenger traffic. In 1975 it broke through the 4,000,000 passenger barrier, thus earning the title of the "English port on the Continent". There is no doubt that Calais most of all was disappointed by the cessation of the Chunnel project but handling as it does half the total number of passengers passing through all French ports, it was already extremely well equipped and its facilities have been constantly expanded with the encouragement of the Chamber of Commerce since this is also the chief vehicle handling port.

The outer harbour is provided with four floating berths which permits a fast turnaround of vessels, particularly during the summer period when a ship leaves the port every thirty minutes. Calais has also seen considerable growth in the number of goods lorries handled, with the result that a fourth berth for car ferries and a ten hectare parking area have been brought into service.

Hovercraft have been operating from the port since 1966, though this traffic really got under way in 1969 with the opening of the hoverport which covers an area of 12 hectares to the north-east of Calais.

Other important plans for the future include the moving of the East Jetty to make room for a road haulage terminal. The goods transport sector has also undergone marked expansion as a result of the roll-on/roll-off traffic passing through the port.

Dunkirk

Dunkirk has grown considerably over the past few years because of the siting of the steel industry on the coast and of the increased imports of ore and petroleum products. However, since the "rapid-handling" port of Gravelines situated to the west of Dunkirk came into operation in 1976, the latter has also assumed a more important role in cross-Channel traffic. This has made it possible to substantially cut the time required for the crossing and to shorten loading and unloading times. The new fast-handling port means that Dunkirk is only some two and a half hours away from Dover. The port is relying less on an expansion in passenger traffic than on that of accompanied vehicles, heavy lorries and goods. Traffic overall is expected almost to double between 1980 and 1991 while the movement of goods is expected to grow at a rate of 4% to 5% a year. Here again, the roll-on/roll-off system has proved its advantages for short-haul transport. Dunkirk also expects to see an upturn in container traffic—though more in the longer term—and this would mean a great increase in the amount of traffic to be handled by the port of Dover. Hitherto British traffic has accounted for some 10% of total inland water traffic handled by Dunkirk—a figure which is expected to grow rapidly.

REGION NORD-PAS-DE-CALAIS

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NATIONAL
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IRAN AIR
EL AL

Which of these airlines operates the longest non-stop scheduled flight?

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CAN UNFAIR BE FAIR?

Not since its momentous judgment in 1954 outlawing segregation in schools has the United States Supreme Court been called on to make a decision of greater importance to the social and educational structure of the country than that in the Bakke case. The Court, sensitive to the enormous practical and political effect its decision will have, may try to decide the issue on narrow grounds, creating as restricted a precedent as possible. If it does that, it is virtually certain that other cases will come before the Court, forcing it eventually to rule on the principle, that of the legality of reverse discrimination.

The facts of the Bakke case are simple, and the issue, stark. Mr Bakke, a white man, was one of more than 2,000 people to apply to the University of California's medical school at Davis. There were 100 vacancies. He was not successful, but 16 black, Hispanic and Asian-American applicants gained acceptance. All of them had lower marks than Bakke, but were able to get places because the medical school had a policy—in the form of a quota—designed to help students from disadvantaged minority groups. Bakke claims that by its refusal of his application, the University had denied him his constitutional right to equal treatment. The University admits discrimination, but justifies it on the ground of policy, not only its own but that of successive United States governments.

The issue raises a genuine dilemma, not least among Americans of enlightened and liberal views, who are divided over it. Two desirable social objectives are in irreconcilable conflict. On the one hand, there is the principle of non-discrimination and equality between men, irrespective of race. On that basis Bakke has a justified grievance that, because of the colour of his skin, and not because of any lack of merit, he has been given inferior treatment to someone of lesser attainment but, in this context, privileged racial group. On the other hand, and especially in the longer-term, the narrowing of the economic, educational and cultural social gap between whites and blacks is an objective which has for a long time been

cornerstone of government policy.

Without some reverse discrimination that cannot be achieved. If Davis medical school were to admit students purely on their educational record, few, if any, blacks would get in, and there would be few black doctors graduating. Multiplying that effect throughout the field of higher education, and in employment (where there is also an active policy of reverse discrimination, usually by quota), would, it is argued, result in the gap between black and white becoming greater, not narrower, with untold political consequences for the future. There is also an element of guilt involved in existing policies: an attempt to make up for wrongs done to minority racial groups in the past by favouring them—sometimes to excess—in the present.

It is not surprising that there has been a certain backlash to policies of reverse discrimination. They involve a degree of social engineering which many white Americans (and people of other countries, including Britain) find unacceptable. They are not convinced that the methods used are the right ones for the objective desired, and are mistrustful of a policy by which individual injustices have to be accepted today for a heralded better society tomorrow, which they are unlikely to see and which, anyway, may not work at all. The record of governments which indulge in social engineering to any substantial extent do not inspire confidence.

It is difficult to know where to draw the line in applying a policy of reverse discrimination, but one distinction can be made. Giving jobs, or university places, to members of disadvantaged groups who are totally unsuited to them by experience or qualifications should not form part of any such policy. Where there is a black candidate who would not be considered for the job or place if he were white, he should not get it. Where, however, the choice is between candidates of roughly equal ability, it might be considered permissible to favour the black candidate. In the Bakke case itself, there is no suggestion that the 16 blacks accepted into the school did not reach the minimum requirements, or that they would not be able to cope with the exams, or could not make

good doctors. That fact makes the Supreme Court's task all the more difficult.

It should not be thought that the issue of reverse discrimination is relevant only to the experience of the United States. It has been considered at some length by the British government, whose conclusion was given legislative effect by section 35 of the Race Relations Act 1976, which exempts from the various forms of unlawful discrimination set out "any act done in affording persons of a particular racial group access to facilities or services to meet the special needs of persons of that group in regard to their education, training or welfare, or any ancillary benefits". Other provisions of the Act provide similar exemption from liability for job-training schemes which benefit disadvantaged racial groups.

The government's attitude to reverse discrimination was set out in the White Paper which presaged the 1976 Act. After accepting the principle that discrimination in favour of or against a racial minority would at first blush, be equally unlawful, the White Paper goes on: "However, if the principle of non-discrimination is interpreted too literally and inflexibly it may actually impede the elimination of invidious discrimination and the encouragement of equal opportunity." The government has therefore accepted—and enshrined in law—the positive contribution that reverse discrimination can make.

Britain has no constitution or Bill of Rights which a rejected white applicant for an educational course or job can invoke in aid. That does not mean that Britain is immune from the possibility of a Bakke-type controversy. More and more British-born blacks and Asians are of the generation just entering employment or tertiary education. Many of them suffer from feelings of frustration caused by imagined or real discrimination against them, and are pressing for compensation in the form of reverse discrimination. If the government goes too far towards meeting those demands, Britain may well have its own disgruntled Bakke. Yet if the government is too reluctant to accept reverse discrimination, the effect will be to increase the general effect of discrimination and disadvantage in society.

JET GOES TO CULHAM—TWO YEARS LATE

Even by the standards of the EEC, two years is a long time for a decision. The siting of the Joint European Torus (JET) project has been discussed at four meetings of ministers responsible for research in the Nine, three meetings of foreign ministers, and once at the summit in the European Council. At times it seemed the project would generate more ill will than cheap energy—its ultimate aim. Belgium, Italy, France, West Germany and Britain all hymned the superior advantages of their proffered site. Most of the rival claimants, most notably Britain, used blocking tactics in the Council of Ministers to defend their claims, with the EEC's four-year research programme as the most common victim.

Yesterday at last the necessary act of political fustian took place at a ministerial meeting in Luxembourg, with a decision in favour of the United Kingdom Atomic Energy Authority's laboratory at Culham, near Oxford. This is welcome on two main counts.

First, Culham appears on balance and by a small margin to be the most suitable site for the project on technical and personnel grounds, though Britain's might have been better served if this superiority had not so grossly exaggerated during negotiations. It is little comment that the West Germans were or much less crude in their

lobbying for their fusion research centre at Garching, in Bavaria, the main rival. Secondly, the JET project will be the first major EEC venture to be sited on British soil. This will give it a certain symbolic value—it will also be the first freshly created joint enterprise under Euratom Treaty law—though it is unlikely to attract the continuing public interest of a full-blown EEC institution.

These are the pluses. On the minus side, the design team at Culham under the direction of a French physicist has been seriously affected by the two years of wrangling and indecision at the political level. The original team of some fifty five scientists has dwindled to thirty four, as those anxious to secure their own future or the education of their children returned to base, or were lured to the United States. It is hoped that some of them may now be persuaded to return.

Equally distressingly, those who remained at Culham have had to see the rival American project at Princeton forging ahead with a full team of some 350, much the same number as the eventual complement required by the JET project at Culham. Although the Americans have been experiencing some problems on the design side, they have enjoyed the benefit of a firm decision to go ahead more than two years ago. The contribution which the JET pro-

ject will make to the use of controlled nuclear fusion is not yet certain. But when the issue at stake is, ultimately, the possibility of providing boundless energy from cheap raw materials, two wasted years can ill be afforded, and will now have to be made good.

It would be a great pity if the lamentable performance of the Nine member states in the JET saga were to act as a deterrent to further cooperation in the field of advanced technology. The interlocking fields of energy, industry, and advanced technology are prime candidates for the pooling of the EEC's individually limited but collectively impressive resources of capital and skill. The issues are not always as simple as they may seem: for example, a healthy European desire to compete collectively with the United States of America may conflict with the economic logic for large European companies of benefiting from American know-how.

Yet in many fields the logic of cooperation is strong: the practical inconvenience of competing high-speed train or colour television systems, for example, is obvious. Nowhere is it more inexorable than in so hugely expensive a field as this development. It is to be hoped that the lessons of JET have been learnt, and that it will henceforward become a symbol of fruitful teamwork rather than of futile wrangling.

Future energy sources

From Mr P. M. S. Jones
Mr Comyns Carr's arguments (October 17) are unclear. The following clarifications may be helpful. Nuclear stations which already generate economically 14 per cent of our electricity are not alone in curving transmission distribution, fuel, waste management and other costs, and these are taken into account in the investment decisions of the generating boards. Furthermore such investment is only undertaken if the expected returns sufficiently exceed the costs so that it is hard to see how a situation could arise in which they could "apple the nation".

The operational stations have been described as the workhorses of the system by the former chairman of the Central Electricity Generating Board. This reflects an excellent reliability. Indeed 6 of the Magnox stations holds a world record for uninterrupted operation. In 1976/77 the nuclear stations in England and Wales had an average load factor of 77 per cent whereas only three fossil fuelled stations exceeded 70 per cent. The repair and maintenance of nuclear stations also are consistently lower. There have been no delays in the construction of advanced gas cooled reactors but this is a problem they have shared with contemporary fossil fuelled stations.

Mr Comyns Carr appears to be aware that fast reactors are

already producing electricity in the United Kingdom, France and the Soviet Union and have been doing so for a considerable period. This is not a new but an evolving technology.

In connexion with energy demand it has to be remembered that electricity is easily distributed, versatile and efficient in end use. It is produced from low grade fuels and uranium which could not be burnt locally with any greater efficiency. By all means let us develop "renewable" sources and adopt conservation measures where these are economic and socially acceptable propositions (see C. F. Clement's letter October 19), but do not forget the only non-fossil large dependable energy source in sight.

Yours faithfully,
P. M. S. JONES
Head, Economics and Programmes,
United Kingdom Atomic Energy
Authority,
11 Charles II Street, SW1.
October 21.

Guerrillas in Rhodesia

From Mr Walter H. Salomon
Sir, Earlier this month, the Labour Conference passed a strongly worded resolution calling on the British Government, inter alia, to "give material and moral support to freedom fighters in Rhodesia". This week the British Council of Churches has published its views

Rhodesia Now: The Liberation of Zimbabwe.

The Churchmen support the use of funds of Christian charities or societies for direct aid to terrorist guerrillas. They do, however, write that some individual Christians or Churches may "feel able to give direct assistance to the guerrillas fighting for self-determination". They further quote the representatives of the "freedom fighters" that "their armed struggle, far from being of 'blood bath' proportions, is responsibly organized" and state that "many pacifists would agree that a distinction can be made between a discriminative and proportionate use of force and unrestricted violence".

In my view this shows muddled if benevolent thinking on the part of the churchmen. A terrorist war means world human misery and it means the murder of innocent women and children: there is no hope that it would be responsibly organized or a controlled means to an end.

The use of terrorist violence is already too widespread. It could destroy us all. The West Germans had a taste of what the next 20 years may bring as have the long suffering people of Northern Ireland. The British Council of Churches and the members of the Labour Party should think again about what they are advocating.

Yours sincerely,
WALTER H. SALOMON,
The Reform Club,
104 Pall Mall, SW1.

Private remarks made public

From Mr Alan Clark, MP for Plymouth, Sutton (Conservative)

Sir, It is interesting (leading article, October 22) that you should defend Sir Richard Dobson's dismissal on the grounds that his remarks "left the impression" that he believed many people "... to be inferior". The principle that the human field is one where it should not be permitted to assert or act upon, qualitative judgments is certainly one which (because it is so unnatural) has had to be reinforced by statute penalizing "discrimination".

But there is at least one element of control to be drawn from the affair—namely, it has confirmed that abstract concepts, ideas are stronger (and, therefore, in representative societies, more to be feared)

determining of confidence in the liberal virtues of conventional honesty, decency, and freedom of speech and opinion.

The message is plain for all to read. No Marxist can be trusted not to betray relatives, friends, colleagues, superiors or subordinates, if he thinks that by so doing he is furthering his cause. Such intellectual arrogance, based on very second rate philosophical theorizing, is enough to make the Marxist a liability in any position of responsibility in a liberal society. In particular, it behoves us not to elect any more Marxists to Parliament—or to take them out to dinner.

Yours etc,
TAYLOR OF HARLOW,
House of Lords.

From Councillor Sam Springer

Sir, As a member of the Home Secretary's Standing Advisory Council on race relations, and one who has been involved in promoting good relations between people of different ethnic groups, I am appalled at the highly irresponsible and offensive remarks made by Sir Richard Dobson, Chairman of British Leyland. I am convinced that he is undermining the progress

made in recent years in improving race relations as well as industrial relations in this country. Moreover, I doubt whether he has ever stopped to consider the immense damage he has done to the future of our race.

How does he expect the "Woss" to react when they realize the contempt with which they are held by one of Britain's leading industrialists? The thought must remain to what extent his views may be shared by his other colleagues in high places.

Yours faithfully,
SAM SPRINGER,
Town Hall, Hackney, E8.

From Mrs Anne Burden

Sir, Your correspondents (October 24) seem to have missed the point about Sir Richard Dobson's speech. As chairman of Leyland he was a public figure and his utterances are open to the world to comment. The fact that he held his speech showed him to be unsuitable for his job.

Let us rather thank the tape recorder for exposing what appears to be a two faced image and let us be grateful it was done with a tape recorder and not with a terrorist's gun.

It is indeed a breach of etiquette to record a speech on a private occasion. It certainly is a good thing that people should say what they think. But it is not a sad—but typical—aspect of our adversarial society that leaders (the they of management, or trade unions, or of political parties) should hold or at any rate be reasonably interpreted as holding, generalized and prejudiced views about their opposite numbers? And is it not sadder that any such leaders should either hold or express opinions tinged with casual racism? And are not these problems more important than a breach of good manners—I sincerely hope that, if the recording had first been made available to *The Times*, you would have reproduced it.

Yours faithfully,
PHILIP GOLDENBERG,
Prospective Liberal Parliamentary candidate for Eton and Slough,
2 Cherryley,
Hagden Lane,
Watford.

From Lord Taylor

Sir, The sad experience of Sir Richard Dobson should point for everyone in public life a simple and salutary lesson.

Marxism teaches that the end justifies the means, and that, in the smashing up of our society, any and every expedient is justified. Betrayal of one's hosts, abuse of hospitality, character assassination, and the dissemination of envy, hatred and malice are, by an extraordinary process of mental gymnastics, regarded as positive virtues, provided they contribute to the un-

Stopping hijacking

From Mr S. Hills

Sir, As a long standing and very frequent air traveller over the past 20 years I have also been addressing my thoughts on possible ways of thwarting the hijacking of aircraft.

Sealing the cockpit from the passenger carrying area and the use of "knock-out" gases I'm afraid are not effective solutions, as there are far in excess of hijacking incidents and I, for one, would be perfectly prepared to accept the solution if I felt it would eventually or altogether eliminate the bargaining objectives of the hijacker.

I accept the fact that neither solution (whether combined or not) is foolproof since any suicidal maniac, if he merely wishes to blow up an aircraft without rhyme or reason, can conceal a bomb in his

hand luggage and the threat sufficient time element for an acceptance of the bargain. This time element would then probably allow time to land and search.

Yours faithfully,
STUART HILLS,
46 The Ridgeway,
Tonbridge,

Mr Begin's visit

From the Acting General Secretary of the Labour Party

Sir, In your issue of today (October 20) you quote Mr David Watkins, MP, whom you say is chairman of the Labour Party's Middle East council, as regarding the proposed visit of Mr Begin. There is no such body as the Labour Party's Middle East council. The Labour Middle East council is a small pressure group and not an official Labour Party body. This statement by Mr Watkins is not an official Labour Party statement. I am sure Mr Watkins would be the first to confirm these facts. If the matter is left, however, a great many people may be misled.

Yours sincerely,
H. R. UNDERHILL,
Acting General Secretary, the Labour Party.

Transport House,
Smith Square, SW1.

October 20.

Projecting coloured births

From Lord Kaldor, FBA

Sir, There have been numerous accounts in the press of the criticisms which I made in 1970, according to the forthcoming volume of Mr Crossman's diary, of a certain projection of the then Registrar General of births to coloured parents in 1986. Since these criticisms affect civil servants who are not able to defend themselves, I would like to make it

clear that my concern related solely to the validity of the assumptions underlying the projections and the possible political flavour of their implications. I did not know the then Registrar General or his staff and had no evidence of political or racial motivation one way or another on their part.

However, I have known the present Registrar General, Mr Toby Paine, for many years as he was the Head of the Statistical Section of the Board of Inland Revenue during the time when I was advising on tax matters. I can say positively that I know no one who would be less likely to allow his work or that of his staff to be influenced by prejudices of any kind.

Yours faithfully,
NICHOLAS KALDOR,
King's College,
Cambridge.

Trouble at the opera

From Mr Stephen Solley

Sir, On the night that I enjoyed the abridged version of *Don Carlos*, the boing or rather braying of a small section of the audience was overwhelming by the prolonged and hearty clapping and cheering by the rest of us. I wonder if the protesters would have booted the pit in the same unpleasant way had it contained the band of the underpaid Metropolitan Police?

Yours faithfully,
STEPHEN SOLLEY,
Cloisters,
Pump Court, Temple, EC4.

Gruesome competition

From Mr George Clare

Sir, Under the heading "Gruesome competition" you published an article in your issue of May 14 by your former Bonn correspondent, Mr Dan van der Vat, in which he expressed his keen distaste for a competition run by *Bild*, the German mass circulation daily of our group, which had the purpose of increasing popular awareness of the importance of early recognition of cancer.

Mr van der Vat, called *Bild*'s competition a "creatively simple giveaway" and concluded his description of what he termed "this extraordinary stunt" with the words: "If this cancer contest does nothing else, it shows that *BILD* is always ready to extend single handed the boundaries of the

An Offenbach revival

From Mr Alexander Faris

Sir, Your Music Critic Stanley Sadie is mistaken in stating that *Les Contes d'Hoffmann* is "Offenbach's one piece that is not an *opéra bouffe*". In 1864 Offenbach's grand opera *Die Rheinmäuse* was presented at the Hofoper in Vienna. It was withdrawn after eight performances, but its principal motif, used in the overture, the finale and a central Chorus of Elves, was later resurrected by the composer to become *d'Hoffmann</i*

Nestlé assurance on price stability of instant coffee until late spring

By Patricia Tisdall
Nestlé, one of the biggest instant coffee producers, has promised that there will be no further increase in its prices until at least late Spring, 1978, as well as reducing the price, if not already planned to implement in June.

Other supplies are expected to follow the price curb which will give the longest period without a price rise that instant coffee has experienced since November, 1975.

The company confirmed yesterday that new prices due to take effect at the end of the month are 20p a jar less than those originally planned. The new wholesale rates will take the retail price to around £1.40 a jar instead of £1.60 to £1.70.

The reduction has been caused by intense pressure from multiple retailers led by Tesco, who refused to buy at the higher price. The big stores like Tesco which carried notices

explaining the situation to either boycott or buy in only in very small quantities.

Miss Daisy Hyams, director in charge of buying at Tesco, said last night that she was delighted with the reduction. She agreed that Nestlé might be losing money on stocks produced from costly raw coffee but that Tesco's did not think they could charge their customers so much extra.

Behind the store groups' actions is a sharp drop in consumer consumption of instant coffee in response to earlier price rises. The latest national food survey produced by the Ministry of Agriculture shows that in June housewives were buying only 0.33 ozs of instant coffee per person per week compared with 0.46 ozs during the same quarter a year ago.

This is a decrease of more than 28 per cent. Compared with 1975 the decrease in

volume consumed is over 35 per cent.

Part of the drop is accounted for by heavy stockpiling by consumers in advance of price rises. But since June further substantial falls, particularly of the more expensive varieties has taken place.

To stem the tide Brooke Bond Oxo and then Nestlé brought out cheaper varieties blended with chicory or bran. Latest reports are that both Caffe Fine, the Brooke Bond product, and Elevenses, which is made by Nestlé, are selling "extremely well".

Raw coffee prices have dropped steeply during the past few months but it takes six to eight months before the raw material prices are reflected in those charged by the instant coffee manufacturers.

Nestlé say that they have at least four months supply made from the raw materials bought at the peak rate which touched £4,000 per ton in March.

Healey 'mini-Budgets' like conjuror's patter'

By David Blake
Economics Correspondent

Sir Geoffrey Howe, the Conservative Shadow Chancellor, yesterday launched a pre-emptive strike against the various Budget measures to be announced today by Mr Healey.

Sir Geoffrey said at a luncheon of the London Chamber of Commerce that anyone who harboured great expectations of the latest Government package should measure it against what would need to be done to get back to the position which Mr Healey inherited.

For Mr Healey to do this, he said, he would need to reduce unemployment by almost one million, raise industrial production by 4 per cent, cut the standard rate of income tax to 30p in the pound and raise allowances to reduce the overall burden of income tax by 50p.

"Mr Healey's never-ending stream of mini-Budgets seem to be designed like the patter of the conjuror's 'clevet' attention from reality," said Sir Geoffrey, who predicted that

Mr Healey would fail to restore the position of the real economy.

Sir Geoffrey said that a new Conservative administration would reduce income tax by something of the order which he considered necessary to get back to taxation levels under the last Conservative Government, but he left open the question of whether this would be done immediately or "with all due deliberate speed".

He said there should be a switch from direct to indirect taxation, with an increase in value-added tax to pay for cuts in income tax. He also argued for savings on public spending by cutting out waste, "no more socialism" and reduction in government support for housing.

He also pointed out that because of the inflation since January the Chancellor would already be committed to giving tax cuts of £740m in his next Budget under the "indexation" clauses unless he obtained special exemption.

Euromarket borrowing on decline

From Frank Vogl
Washington, Oct 25

Industrial countries have reduced their Euromarket borrowing activity. As a result the total volume of new Euromarket loans in the third quarter of this year was substantially below the second quarter's level and considerably less than the quarterly average for the previous year, according to the International Monetary Fund.

The IMF's preliminary

figures showed that total third quarter Euromarket borrowing amounted to \$14,300m (about £5.18m), following a \$15,900m volume in the second quarter.

The volume of borrowing by industrial countries in the Euromarket was considerably below that seen in any of the last four quarters at \$6,900m. In the second quarter these countries borrowed \$8,600m

How state will pay for takeovers

Nationalization values of unquoted companies being acquired under the Aircraft and Shipbuilding Act will be "closely analogous to the fixing of a flotation price" of the companies, Mr Varley, Secretary of State for Industry, has told Mr Goodison, chairman of the Stock Exchange.

Mr Varley, in a letter, stated that since most of the companies being nationalized were not listed on the Stock Exchange, the compensation would take account of "all relevant factors as if they had been listed during the reference period".

Only where a company had represented a substantial part of a listed company would the SE quotation of the parent be taken into account, since the parent's market price "must be substantially determined by the market's view of the subsidiary".

Mr Goodison had written to Mr Varley stating that there was "serious misconception" concerning the method of valuing, for compensation, unquoted companies.

Yesterday Mr Goodison said that he hoped Mr Varley's letter would provide parent companies with "a handle" for further compensation discussions with the Department.

Computer starting pay over limit

By Mark Jackson
Times Educational Supplement

Starting pay for computer staff has risen well above the limits of the pay code, according to a survey carried out by one of Britain's leading data processing organizations.

The Control Data Institute, which provides computer courses for the government re-training scheme, has recorded the quarterly average salaries offered to its newly qualified trainee programmers and engineers since the start of 1975.

For programmers, the average annual salary rose from £1,949 in the first quarter of 1975 to £2,897 in the third quarter of this year. Engineers' salaries went up from £1,979

to £3,311 over the same period. The increases are of the order of 48 per cent and 67 per cent respectively.

Under phase two rules, which applied for much of the period, employers were given some latitude to adjust the pay for some categories of employee provided the rise in the total wage bill for the occupational group concerned did not exceed the limits. The survey did not cover rises in pay during service, and it might be argued that these were held down in order to raise starting pay.

But computer programmers in a wide range of companies, including a public marketing corporation, banks, and property companies, say that this is

not so. Salaries for those already employed, they claim, have risen just as fast or even faster.

Pay for engineers employed by computer manufacturers and service companies seems to show the same trend. One leading manufacturing company which took on two newly qualified engineers in the spring of 1975 at under £2,000 each is now paying them twice that.

Mr Michael O'Connor, the institute's training services manager, said yesterday: "We know that many of our trainees have achieved what looks like remarkably rapid salary progress. In many cases, there is clear evidence that they have been genuinely promoted.

In brief

UK tenders for £10m cable ship

British shipyards are to be invited next month to submit tenders for a £10m cable ship which the state-owned Cable & Wireless group plans to bring into service towards the end of 1979.

C & W announced yesterday that it was inviting bids, and the company expected to place a firm order in the early part of next year. No final decisions have yet been taken on whether tenders from overseas will be invited.

C & W's cable ship contract will certainly attract a contract from the intervention fund created earlier this year to narrow the gap between British and foreign ship prices.

Competition for the contract is expected to be narrowed down to Cammell Laird on Merseyside and the Swan Hunter Group on the Tyne.

EEC unemployment tops six million

Unemployment in the European Economic Community rose to 6,401,000 in September from 5,889,000 in August, reaching a new high level, and up 2.4 per cent in a month according to Eurostat, the EEC Statistics Office.

The August unemployment figure was revised by Eurostat from a previously reported 5,833,000, which in fact represented the previous record high as it exceeded last January's level of 5,876,000.

Immobiliare seeks funds for salaries

Generale Immobiliare Soges SpA is seeking banking finance for its October salary payments, pending a long-awaited decision from the Italian Government on plans for its financial rescue, and it is a potential second and larger deal to which the Government's threat applies.

It is understood, however, that the partners' hopes have been buoyed by their on-time performance under the first contract both in delivering machinery and Taylor Woodrow's erection of the mill, and by the Hanoi government's sympathetic acceptance of Mackie's credit insurance difficulties.

Unconfirmed reports suggest that Mackies have been able to arrange credit guarantees on the City of London market.

German foreign trade surplus of £910m

West Germany's foreign trade surplus rose to DM3,560m (about £910m) in September from DM2,520m in August and compared with an upward revised DM4,680m in September 1976, the Federal Statistics Office announced in Wiesbaden.

September's DM3,660m plus is the second largest this year, after March's DM4,200m.

Germany's exports rose to DM23,200m in September last year, imports rose to DM23,090m in September last year. Imports rose to DM19,000m in September from DM18,400m, and compare with DM18,420m in September 1976.

Tom McAuliffe, joint managing director of Argos Distributors, and not his managing director Mr John Phillips, has been appointed chief executive and joint managing director of Green Shield Stamps. Mr Phillips continues in his present appointment with Argos.

Green Shield

Explaining the situation to either boycott or buy in only in very small quantities.

Part of the drop is accounted for by heavy stockpiling by consumers in advance of price rises. But since June further substantial falls, particularly of the more expensive varieties has taken place.

To stem the tide Brooke Bond Oxo and then Nestlé brought out cheaper varieties blended with chicory or bran. Latest reports are that both Caffe Fine, the Brooke Bond product, and Elevenses, which is made by Nestlé, are selling "extremely well".

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FINANCIAL NEWS AND MARKET REPORTS

Stock markets

Investors wait to see what the Budget brings

For the second day running investors adopted a cautious stance in front of Mr Heath's package of measures.

But both gils and gold shares staged useful rallies, the latter on a strong American demand which enabled them to wipe our losses which in some cases stretched to 22%.

In the gilt-edged market early losses of around three-tenths at the long-end were replaced by gains of between one-half and three-quarters as stocks met with a limited demand. "Shorts" put up a mixed showing. The FT Index, down by

to be in the market and the shares dipped 8p to 642p, after touching 640p. After shipping to 407p KCI managed to return to its overnight 410p while Fisons was similarly firm at 387p.

Budget hopes continued to spur furniture issues like Harris Lebus, up 8p to 62p, Stonehill 2p to 57p and, also, helped by more than doubled profits, B & I Nathan which closed 8p to the good at 50p.

But the building sector did not continue to enjoy the inspiration of Budget hopes as profits were taken. Contractors like Charter 6p to 62p, Taylor Woodrow 6p to 49p and Mowlem 4p to 140p all lost ground but there was a sudden sharp

movement from Johnson Richards Tiles after hours and the shares ended no less than 11p to the good at 33p.

Among shippers Grahams were marked down 35p to 280p as jobbers tried to find a dealing level and British & Commonwealth was sold down from 305p to 302p. P & O firms a point to 128p.

A film rights issue from ATV had the "A" shares down to a low of 106p and though they later rallied a few pence they were still 4p lower at 108p by the close. Boosted by a favourable broker's circular Northern Foods was an isolated firm spot in the sector, rising 7p to 180p, but there was also a rise of 5p to 230p, from Paterson Zochonis after figures.

The rally in golds was mainly due to transatlantic buying and was best exemplified by St Helena which gained 75p to £11.75, Vast Reefs £1 to £12.12, FS Geduld 75p to £11.50 and Western Holdings 62p to £14.

But transatlantic influences were not a help to oil shares with RP off 12p to 900p and Shell 6p to 584p on the trend on Wall Street.

Some adverse comment hit insurance brokers, the issues particularly affected being Sedgwick Forbes, down 8p to 337p, Matthews Wrightson 10p to 205p and Hogg Robinson where the drop was 4p to 180p.

Though BPB may soon benefit from today's budget the interim figures are not expected to show more than a small growth in profits from £14.4m to around £15m. In its last full year the group returned a record £27m in spite of the building recession, but the feeling is that margins are now being hit. For the full year a figure of around £33m is expected, well down on last year's 40 per cent growth.

Narrowly mixed properties had London Shop an outstanding 4p ahead at 62p while in banks Schroders stood out with a gain of 5p to 485p.

Equity turnover on October 24 was £88.6m (£17,480 bargains).

Active stock yesterday, according to Exchange Telegraph, was ICI, BAT DfA, Bechtel,

Stobart, GEC, GKN, Metropolis, Guss, Deneb, Gold Fields, De Beers DfA, GKN, Rusty Portland Cement, BPL, Commercial Union, Barclays, Bank United Carriers, Stonehill, ATVA, Northern Foods and Deudti.

Dividends in this table are shown net of tax on pence per share. Elsewhere in Business News dividends are shown on a gross basis. To make gross and net dividends comparable, add the dividend by 1.515. Profits are shown pre-tax and earnings are not. a On a basis comparable with 1976. b Forecast. c Loss. d Adj for scrip.

Latest results

Company	Sales £m	Profits £m	Earnings per share	Div pence	Pay date	Year's total
Ass Leisure (I)	10.6 (8.5)	1.6 (1.2)	—	1.3 (1.2)	—	(2.7)
ATV (F)	10.0 (6.5)	1.0 (0.11)	—	1.3 (1.4)	—	6.5 (5.4)
Bryant Hld (F)	53.0 (50.4)	2.8 (2.3)	—	2.2 (2.3)	—	3.8 (3.3)
City Inv Grp (I)	4.5 (3.0)	0.1 (0.09)	0.65 (0.57)	0.20 (0.12)	—	2.1 (2.0)
City & Im Tst (F)	—	0.95 (0.77)	4.17 (3.4)	2.77 (2.16)	12/12	4.0 (3.3)
E&A Cland (I)	2.3 (2.0)	0.26 (0.25)	1.58 (1.51)	0.40 (0.35)	1/12	1 (1.2)
Grant Bros (I)	3.3 (2.9)	0.66 (0.61)	2.36 (0.92)	—	—	(3.8)
Harrison & C (I)	29.0 (23.9)	12.5 (10.5)	22.6 (17.1)	4.38 (3.9)	6/12	11 (11.5)
Hawker Mar (I)	1.9 (1.3)	0.12 (0.06)	—	1.79 (1.63)	13/12	—
Hawk-Fit (I)	2.5 (1.7)	0.27 (0.15)	4.45 (2.28)	1.0 (0.62)	—	(1.7)
Majedie Inv (F)	—	0.33 (0.25)	—	0.57 (0.50)	14/12	0.67 (0.60)
Mar Liners (I)	—	1.51 (1.2)	—	1.0 (1.0)	—	(5.0)
Marine Inv (I)	3.0 (2.2)	0.12 (0.12)	—	1.0 (1.0)	—	(5.0)
Pagan Tech (F)	14.5 (12.3)	18.2 (24.3)	53.99 (60.93a)	6.0 (2.2)	—	6.9 (3.0)
Pt'Ob Game (F)	73 (39.6)	—	—	—	—	—
Steel Bros (I)	45.0 (38.7)	3.3 (1.4)	—	5.0 (3.72)	—	(9.9)
Stimson-Pek (F)	6.5 (4.5)	0.70 (0.50)	—	0.62 (0.55)	—	(1.1)
Tower Kenessey (I)	1.72 (1.71)	—	—	0.69 (0.51)	1/6	2.0 (2.0)
Ult City Mer (I)	8.1 (6.6)	4.8 (5.2)	0.38 (0.30)	0.8 (0.74)	—	—

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4.5 at 11 am, staged a modest rally to close just 2.4 off at 514.7.

Through today's measures are likely to inspire a flurry of interest in the short-run, many dealers say, but the market may have already discounted the impact. The sectors standing to gain most will have had a good run in recent weeks, and many feel that the benefits may have already been discounted.

Leaders were generally a shade easier but a fair amount of Beecham stock was reported

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Leaders were generally a shade easier but a fair amount

Property

Hampton & Sons

BATH
5 miles.



SMALL 16th CENTURY MANOR HOUSE, in the park-like setting of a former Priory, carefully restored and including drawing room, dining hall, study, breakfast room, kitchen, upper drawing room, 3 bedrooms/bathroom suites. 4 further bedrooms, 2 bathrooms. Self-contained staff flat. Full central heating. Grounds of approximately 17½ acres, paddocks, formal garden, walled kitchen garden. Picturesque 13th century monastic remains in excellent state of preservation. OFFERS INVITED FOR FREEHOLD. (RAM/FDH)

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Picturesque Streatley

Major portion of a LISTED GEORGIAN MANOR HOUSE in charming Thames-side Village. 6/7 bedrooms, 3 bathrooms, large elegant drawing room, panelled dining room, library, sitting room, modern kitchen. C.H. Garaging for 2 cars. Attractive nearby walled garden of approx. 1 acre. OFFERS IN THE REGION OF £60,000 FREEHOLD. (JAWD)

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Heathrow 11 miles. London 25 miles.



AMID GLORIOUS PARK-LIKE GROUNDS adjoining Sunningdale golf course and completely restored with spacious accommodation. 6 bedrooms, 2 dressing rooms, 4 bathrooms, 3 reception rooms, self-contained staff. Gas central heating. Double garage. Swimming pool. Grounds of about 1½ acres. PRICE FREEHOLD £80,000 including carpets and curtains. Planning permission for two quality homes on a further 3 acres. For the whole £135,000 is required. (TWGC)

KENT

Nr. Sevenoaks

AN IMPRESSIVE COUNTRY HOUSE WITH MODERN GUEST/STAFF BUNGALOW, enjoying a beautiful garden setting. Reception hall, cloakroom, drawing room, dining room, sun lounge, useful domestic offices, principal suite of bedroom, dressing room and bathroom. 4 further bedrooms, boxroom, 2nd bathroom. C.H. Garaging for 6. Stabling. Attractive detached 3-bedroom BUNGALOW. Beautiful gardens, copse and paddock of some 11 acres. PRICE £98,000. (JAWD)

MID SUSSEX



A FINE GEORGIAN COUNTRY HOUSE WITH 10 ACRES on the edge of a Village. 6/8 bedrooms, 5 bathrooms, 4/5 reception rooms, domestic offices include breakfast, utility and staff rooms. Oil central heating. Cottage and two bungalows. Garage and stabling. Mature sheltered grounds with heated swimming pool, hard tennis court and paddock. FREEHOLD WITH POSSESSION. (RWGC)

About 250 ACRES

36 MILES S. W. OF LONDON

RESIDENTIAL GRASS FARM PERIOD FARMHOUSE. 4 bedrooms, 2 bathrooms, 3 reception rooms, staff Cottage. Modern and traditional buildings. Compact mainly level land with long frontages. FREEHOLD FOR SALE PRIVATELY PRIOR TO AUCTION. Apply Guildford Office. Tel. 72864.

Jackson-Stops & Staff

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BOZEDOWN HOME FARM, WHITCHURCH, OXFORDSHIRE

192 ACRE

A useful commercial and residential farm in attractive position overlooking the Thames and within easy driving distance of London. Farmhouse, 2 Cottages, Farmbuildings. Grade II arable land, together with pasture and woodland. Long river frontage.

FOR SALE BY AUCTION AS A WHOLE OR IN LOTS (unless previously sold) ON WEDNESDAY, NOVEMBER.

Solicitors: Messrs. Wedlake Bell, 6 Stone Buildings, Lincoln Inn, London W.C.2. Tel: 01-242 2822.

Join Auctioneers: Simmons & Sons, 33 Bell Street, Hanley-on-Thames. Tel: 048 72 2255. Jackson-Stops & Staff, 14 Curzon Street, London, W.1. Tel: 01-499 6291.

SKELTON, NR. YORK

(City centre 3 miles)

A modern (1961) detached family house in a very secluded village location.

20' Drawing Room, Dining Room, Playroom, Study, Kitchen and Cloakroom. Four bedrooms, Bathrooms. Full central heating. Garage. Car Port. Large garden. Freehold. £22,000.

YORK OFFICE (0604) 25033.

NORTHAMPTONSHIRE

Kettering 10 miles. Upton upon 8 miles.

A fine 18th Century Stone Vicarage with good views over Welland Valley.

Hall, 3 Reception Rooms, Domestic offices, Bedrooms, Dressing Room, 3 Bathrooms. Oil fire. G.H. Garage. Outbuildings. Garden of 1½ acres.

NORTHAMPTON OFFICE (0604) 32201.

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Clare 4 miles. A distinctive modern residence with adjoining thatched cottage in a secluded rural situation overlooking golf course.

Hall, lounge, dining room, large kitchen/breakfast room, cloakroom, 4 bedrooms, 2 bathrooms. Off central heating.

Outbuildings, ample parking and superb landscaped gardens. About 2 acres. PRIVATE TREATY.

(Ref. 5644) Apply NEWMARKET OFFICE (0688) 2221.

LONDON - CHESTER - YORK - NORTHAMPTON - NEWMARKET - YEOVIL - CIRENCESTER - CHICHESTER - MIDHURST - CHIPPING CAMPDEN

Isle of Wight

Elegant Home

Spacious 2-bedroomed house near front (with own mooring for boat). Dining,

kitchen, and bathroom with fitted shower. Full gas C.N.

garage and garden.

Extensively renovated and

would be ideal as a second

or retirement home.

Price £12,500.

Phone 01-820 6337 during office hours - £1,000.

SCOTLAND - CAITHNESS

MAGNIFICENT HOUSE comprising of 11 bedrooms and 3 bathrooms, stands in its own grounds on top of a cliff overlooking the sea. It has its own beach and also fishing lochs. Built around 1910 and in very good decorative order. Stands in 15 acres. Freehold offers in excess of £75,000 for quick sale.

Write for details—Statueworth Ltd, Pyramid House, 952, High Road, Finchley, London N.12.

ESSEX/SUFFOLK BORDER

Ancient cottage in picturesque

site. Ideal for occupation/holiday let.

Site about 20,000. H. J. Turner

Essex. Tel: 01-630 5200. (Ref. 72932/4).

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Property

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Selection of 3 luxury 1-bedroom flats available in this 1960s purpose-built block. Situated within easy reach of Westminster and Victoria. With excellent views of the River Thames. Amenities include portage, only phone, lifts, c.h.w., low outgoings and long leases.

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01-584 8885

Winkworth & Co.

CHELSEA

Artist Studio (not off
King's Road).
A large room, 15ft by 21ft, with
full sky light. It is part of a
purpose-built studio complex
where other artists work. One
room is available. The studio is
made up of windows. Facilities
include night storage heating,
sink and use of toilet. The
sink area is carpeted. This studio is
an ideal work place for a pro-
fessional artist. Lease renewable.
£23,000
Tel. 01-584 2248

WANDSWORTH, SW18
DALBY ROAD

Attractive flat-fronted terrace
house. 2 bedrooms, 3 bed-
rooms, 2 reception rooms,
kitchen, small service front
and rear.

£11,250 n.o.
MORETON RICHES,
Architects & Surveyors,
100 King's Hill, Wandsworth,
S.W.18. Tel. 01-574 4164.

LEWES, SUSSEX

Choice of 2 modernised
character cottages. Close to
all amenities. £18,500 and
£22,500.

Details from Jean Lampen
& Son, 122 High St, Lewes.
Tel. 07816 71221.

BIRNHAM, PERTHSHIRE

Spacious terraced cottage, 2
beds, sitting/dining, kitchen and
bathroom. 2 reception rooms and
a dining room. 2 double garages.
Offers around £12,000. Details
from Mr. G. C. Oxley, 4184.

Kenwood London W7

DELIGHTFUL
BALCONY FLAT, W2

1st fl. 2 bedrooms, 2 reception
rooms, kitchen, bathroom, low
outgoings. 5 mins Hyde
Park. £15,250 for quick sale.

Tel: 01-402 3141

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Two-roomed, 1st floor flat,
view of Thames. Two rooms,
kitchen, bathroom. £15,000.
12-year lease. £31,000.

Attractive Garden
Flat

Two rooms, kitchen and
bathroom. Long lease.
DAUNTONS, 01-832 1032

COLVILLE GARDENS,
W.11

Spacious high-ceilinged ground-
floor flat. 22ft sun receipt. Glid-
e-closets. Kit & bath. Carpets.
Stairs, deep, friz. Cooker.
C.H. & C. 1st floor. £10,000.

£17,500
LEIGH MARSH 602 5147

London
& Suburban
property

Jackson-Stops & Staff

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AUBREY WALK, W.8. Spacious non-basement freehold house in the quiet sought after road with an open position opposite Campion Hill Tennis Club. 2 reception rooms, 3 bedrooms, dressing, bathroom, 2 further bathrooms, separate w.c., kitchen/breakfast room, sun parlor. Price £102,000. Freehold fitted carpets and curtains.

REDESDALE STREET, S.W.3. Newly modernised freehold late Victorian house situated in the heart of King's Road. 3 bedrooms, 3 reception rooms, 4 bedrooms, bathroom, cloakroom, utility room, roof terrace and small patio. Gas central heating. Price £60,000.

Freehold for sale at substantial figure.
Further details from Sole Agents as above.

BERNARD WALSH & CO.
29 Lower Belgrave Street, SW.1.
01-730 9148

HOLLAND PARK

In a quiet tree-lined street close to
LADBROKE SQUARE

Beautiful low-built double-fronted period houses with large
kitchens with AGA. 3 cloakrooms, garage/shower room.
Study, double garage, central heating, detached studio.

Freehold for sale at substantial figure.
Further details from Sole Agents as above.

Unique Pent House

Exceptional pent house occupying the whole of top floor
and offering complete seclusion.

reception (double glazed), very modern kitchen, 2
bedrooms, 3 double bedrooms, 2 large patios, sur-
rounded by trees 2 garages. Gas C.H.

Excellent condition and good decorative order;
10 minutes walk to main line station Victoria, London
bridge, 30 minutes to Gatwick, 10 minutes. Leasehold 93
years. £24,000.

View by appointment only:
Telephone: Redhill 64439

London
& Suburban
property

Hampton & Sons

HIGHGATE VILLAGE, N.6.

A superbly built, double-fronted

Georgian style Town

House, situated in a quiet

residential area, only £28,000

including valuable fitted carpets

and curtains. 2 large, 2 small

bedrooms, over 20ft. front

reception, dining room, fitted

kitchen, bathroom, garage, central

heating, integrated garage. Free-

hold. Sole Agents.

MOLLY MOUNT,

HIGHGATE VILLAGE.

A small period cottage in need

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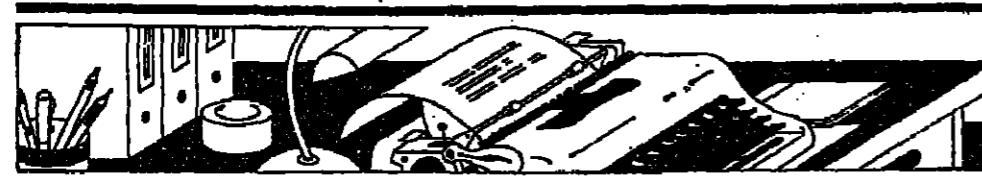
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Broadcasting

pm **TV** An occasion where the viewer has to make a hard choice. ITV's Peter, Tina and Steve is as important and viewable as the credit list suggests. Directed by Lord Snowdon and filmed by Tony Imlim, this careful study of three teenagers who have gone off the rails deserves the audience.

BC 2 The other claim on the viewer's attention is the first of nine documentaries from the team that produced last year's Sailor series. The subject is compulsive: Hospital.—I.R.R.

BC 1

BBC 2

12.11.00 am. You and Me. 10.28 am. Gharbar. 10.45 am. News. 1.00 pm. Pebble Parrot. 11.00-11.25 pm. Play School. 1.45-2.00. The Flumps. 1.45 pm. Racing from Ascot. 2.55 pm. Play School. 4.28 pm. The Budget. 5.00 pm. Squirrel. 5.20 pm. The Day I Shot Squirrel. 5.50 pm. Pink Panther. 6.00 pm. News Headlines. 6.15 pm. 2nd Knockout. 6.30 pm. Secret Army. 6.45 pm. The Fall and Rise of Reginald Perrin. 6.55 pm. Sportsnight. 7.00 pm. Weather.

WALES: 5.10-6.35 pm. BBC. Monday. 1.30 pm. Weather. 1.35 pm. 2nd Knockout. 2.00 pm. The Flumps. 2.25 pm. News. 3.00 pm. Pebble Parrot. 3.15 pm. Play School. 4.28 pm. The Budget. 5.00 pm. Pink Panther. 6.00 pm. News Headlines. 6.15 pm. Report West.

IV: 12.00 pm. Weather. 1.30 pm. Weather. 1.35 pm. 2nd Knockout. 2.00 pm. The Flumps. 2.25 pm. News. 3.00 pm. Pebble Parrot. 3.15 pm. Play School. 4.28 pm. The Budget. 5.00 pm. Pink Panther. 6.00 pm. News Headlines. 6.15 pm. Report West.

SWARD

1.00 pm. Weather. 1.30 pm. Weather. 1.35 pm. 2nd Knockout. 2.00 pm. The Flumps. 2.25 pm. News. 3.00 pm. Pebble Parrot. 3.15 pm. Play School. 4.28 pm. The Budget. 5.00 pm. Pink Panther. 6.00 pm. News Headlines. 6.15 pm. Report West.

Thames

12.00 pm. Mumfie. 12.10 pm. Rainbow. 12.30 pm. Sounds of Britain. 1.00 pm. News. 1.20 pm. Help! 1.30 pm. Crown Court. 2.00 pm. After Noon. 2.25 pm. Family. 3.20 pm. The Budget. 4.20 pm. Magic Circle. 4.45 pm. Midnite in a Place. 5.15 pm. Entertainment. 5.45 pm. News. 6.00 pm. SECRETARY BIRD with PRIDE and PREJUDICE. 6.30 pm. News. 7.00 pm. EDUCATED TASTE. Indian female seeks well-paid job in job abroad. 7.30 pm. 2nd Knockout. 8.00 pm. 2nd Knockout. 8.30 pm. 2nd Knockout. 8.45 pm. CORDON BLEU. Cook. Caterer. 30s. very experienced. seeks challenging job abroad. 9.00 pm. News. 10.00 pm. 10.30 pm. 11.30 pm.

ATV

12.00 pm. Thames. 1.20 pm. Rain-
bow. 1.30 pm. Sounds of Britain.
1.45 pm. News. 1.50 pm. Help! 1.55 pm. Mr. and Mrs. 2.00 pm. After
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Granada

12.00 pm. Thames. 1.30 pm. This is
You. 1.45 pm. Thames. 5.10 pm. This
is Your Right. 5.15 pm. Crossroads.
6.00 pm. News. 6.30 pm. 2nd Knockout.
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AGENTS

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MANCHESTER OFFICE

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Querries in connection with

advertisements that have

appeared, other than

cancellations or

alterations, tel.

Classified Querries Dept.

01-837 1234, EXT. 7180

Animals and Birds

Appointments Vacancies

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Educational

Entertainments

Finances

Flat Sharing

Flats to Let

La crème de la crème

Legal Notices

Property Notices

Penalties

Secretarial and Non-

Services

Wanted

Sex No. replies should be

addressed to:

The Times

New Printing House, Square,

London WC1 3EZ

Deadline for cancellations and

for proofs (for advertisements) is

the day prior to the day of

issue. The deadline is 12 noon

and a Site Number will be issued to

you for subsequent stories regarding

the cancellation. This Site

Number must be quoted.

PLEASE CHECK YOUR

AD. We make every

effort to avoid errors in

advertisements. Each

one carefully checked

and proof read. When

thousands of advertise-

ments are handled each

day mistakes do occur

and we ask you therefore

that you check your ad

and, if you spot an

error, report it to the

Classified Querries

department immediately

by telephoning 01-837

1234 (Ext. 7180). We

regret that we cannot be

responsible for more

than one day's incorrect

insertion if you do not

address your letter to:

The Times

New Printing House, Square,

London WC1 3EZ

It is not good to be

misled, though, and we

have no record of your father

in heaven." St.

Matthew 6: 1.

BIRTHS

BLINSON—On October 15, in

London, Simon Philip, a

son, to Philip and

Barbara Blinson.

BLINSON—On 15th Oct. 1977,

in Andover, Hampshire, to

Colin and Anna, a daughter,

Elizabeth.

BROWN—On October 20th, at St.

Thomas's Hospital, to Jennifer

James, a son, Alexander

BROWN—On 22nd October, to

Christopher and Sophie,

—, a daughter, Catherine Anne

WINSCHICK—On October 24th,

in Andal, near Sandi and

Barbara, a brother for Hals and Maxx.

DUNFORD WOODS—On October

24th, at St. Thomas's Hospital,

London, to John and

Barbara, a son, Edward

GILBERT—On October 19th, at West

London Hospital, to Gwyneth

and Hodgkin, and Nicholas—

LENTON—On 20th October, at

West Herts Hospital, to

John and Barbara, a son,

John, a daughter, Johnna.

HODGSON—On October 20th, at

London Hospital, to Gwyneth

and Edward, a son, John,

and a daughter, Johnna.

ROBERTS—On October 21st,

in London, to another bar,

—, a son, Edward, a daughter,

—, a daughter, Sophie,

—, a daughter, Sophie,